The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP .....Yen 24,000,000
RESERVE FUNDS ..... „ 15,122,000

Head Office:—YOKOHAMA

Branches and Agencies.

TOKIO.	CHEFOO.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.
HANKOW.	

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....2½ p.a.
„ 6 „ .....2% „
„ 3 „ .....3% „

TAKEO TAKAMICHI, Manager.
Hongkong, 23rd March, 1908. [23

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....GOLD $3,250,000 ABOUT MEX $7,222,222
RESERVE FUND .....GOLD $3,250,000 =ABOUT MEX $7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
6 „ 4 „ „ „ „
3 „ 3 „ „ „ „

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON, Manager.
Hongkong, 8th April, 1908. [25

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,378,375 (about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja (Achtem), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
Fixed Deposits 12 months 4½% per annum.
Do. 6 do. 4% do.
Do. 3 do. 3½% do.

J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907 [26

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS —
Sterling £1,500,000 at 2/-=$15,000,000
Silver $13,500,000
=$28,500,000
RESERVE LIABILITY OF PROPRIETORS.$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.

E. G. Barrett, Esq.	E. Shellim, Esq.
C. G. R. Brodersen, Esq.	R. Shewan, Esq.
G. Friesland, Esq.	Hon. Mr. H. A. W. Slade.
C. S. Gubbay, Esq.	H. E. Tomkins, Esq.
C. R. Lenzmann, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH, Chief Manager.
Hongkong, 21st May, 1908. [24

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M SMITH, Chief Manager
Hongkong, 12th January, 1907. [28

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
[illegible]
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „
JOHN ARMSTRONG, Manager.
Hongkong, 15th May, 1908. [29

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)	Berlin.
Direction der Disconto-Gesellschaft	
Deutsche Bank	
S. Bleichroeder	
Berliner Handels-Gesellschaft	
Bank fuer Handel und Industrie	
Robert Warschauer & Co.	
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M. A. von Rothschild & Soehne	Frankfurt a/M.
Jacob S. H. Stern	
Norddeutsche Bank in Hamburg,	Hamburg.
Sal. Oppenheim jr. & Co.,	Koeln.
Bayerische Hypotheken und Wechselbank,	Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be earned on application. Every description of banking and Exchange business transacted.
A. KOEHN, Manager.
Hongkong, 4th December, 1907. [30

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
A. F. DAVIES, Manager.
Hongkong, 21st June, 1907 [1

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL
SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.
Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families
FOR TERMS APPLY TO—
THE MANAGER & AGENT [31

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI.....	MALTA ..... Capt. R. A. Peters.....	About 11th June.	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SARDINIA ..... Capt. C. C. Talbot, R.N.R..	About 12th June.	Freight and Passage.
LONDON, &c., via usual Ports	DELHI ..... Capt. J. D. Andrews, R.N.R.	13th June, Noon.	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA..... Capt. O. Jones, R.N.R	About 17th June.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALERMO ..... Capt. J. B. Ferguson	About 23rd June.	Freight only.

For Further Particulars, apply to
F. J. ABBOTT,
Acting Superintendent.
Hongkong, 4th June, 1908. [7

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
LADIES' BATHING DRESSES.
MEN'S
SWIMMING COSTUMES
AND
BATHING SUITS
(ONE AND TWO PIECE).
NEW BATH ROBES
CHRISTY'S BATH TOWELS.
LANE, CRAWFORD & CO. [88

Ask for
KUPPER'S PILSENER BEER.
And see that you get it.

Telephone No. 75.

SOLE AGENTS:
CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.
Hongkong, 27th May, 1908. [40

Don't Worry. Don't Worry.
WHY WORRY?
CONSULT
PHAROS.
THE MYSTIC AND MODERN ASTROLOGER
YES, WHY WORRY?

About your Business, Health, Pleasures, Friends Abroad, your Love Affairs and Chances in Life.

Yes, Why Worry? Consult Pharos. He is able to advise you, Console you and Warn you. His ambition in this life is to help those in trouble, and must not be classed with the run of Palmists who use their *Supposed Gifts* to make money. Pharos is independent of this. Willing and able to help all in trouble and relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.

You are anxious to put your son to a business that will prosper. Will your daughter be happy in her married life? You are in love. Have I made a wise choice in mate? Shall I take a partner into my business? Should I be wise in going abroad? All these questions Pharos can answer and advise by the aid of astrology. Why not put this to the test. Send P. O. value 1/- and addressed, stamped envelope to—

PHAROS, DEPT. 14, 45 UNION STREET, GLASGOW

with your Birth Date, Full Name and Title and Town or County of Birth if possible, upon receipt of same Pharos will send you a written Test Horoscope.

With the above Pharos will send you FREE a WRITTEN FORECAST OF YOUR FUTURE.

PICTORIAL POSTCARDS.

100 ASSORTED Irish, English & Irish Views, etc. for 1/6.
1,000 „ „ „ „ Actresses, Songs, Animals, Lovers and Comic Cards for 15/-
English and Continental Actresses hand tinted real glossy Photographs 15/- per gross.
CHRISTMAS & NEW YEAR CARDS well ASSORTED parcel.
100 Cards for 5/- Value 1d, 2d, 3d, 4d and 6d each.
500 ASSORTED Cards for 20/-.
1 gross Jewelled Cards for 9/-.
Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO., 45, Union Street, Glasgow.

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,363 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5.30 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD,

HONGKONG-MACAO LINE.
S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing Lok Street Wharf and at 2 P.M. from the Company's Wharf.
REDUCED SALOON RATES AT WEEK-END.
Saturday A.M. or P.M. departure, returning Sunday A.M. or P.M. $5.00
Do do. do. do. Monday do. $6.00

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.
SUNDAY, 14th June.
S.S. "HEUNGSHAN"
will depart from [illegible] Departure from Macao at 8 P.M.
A Military Band will play selections [illegible]
Popular Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6

Hotels.

MACAO HOTEL.

SPECIAL REDUCED SUMMER RATES.

PER DAY.....$ 4.00 to $ 7.00 according to room selected.
„ WEEK ..... 25.00 „ 42.00 „ „ „
„ MONTH..... 90.00 „ 140.00 „ „ „

WEEK-ENDS—SATURDAY AFTERNOON to MONDAY MORNING $7.00 to $10.00.
Two Persons occupying One Room, will be charged A Rate and A Half only.
Children under 12—Half Rates.
SPECIAL TERMS FOR FAMILIES.
Excellent cooking by AH CHEONG for over Seventeen Years Chief Cook with the late Mr. J. W. OSBORNE. [1

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS Tel 66.
For Terms, &c., apply to the
MANAGER
Hongkong, 2nd July, 1900. [5

KAMAKURA KAIHIN IN HOTEL,

KAMAKURA, JAPAN.

THIS modern Hotel, completely re-built, situated on the seashore within easy distance of Yokohama and Tokyo, will be opened during April, under European management.
Charges moderate.
Special terms for families.
Apply—
E. APPEL, Manager.
Hongkong, 14th April, 1908 [15

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	Steamers	To sail
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"Prinz Heinrich" Capt. P. Grosch	WEDNESDAY, Noon, 17th June.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"Goeben" Capt. B. Wolhelmi	About WEDNESDAY, 17th June.
MANILA, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"Manila" Capt. Minssen	THURSDAY, 5 P.M., 18th June.
YOKOHAMA and KOBE	"Prinz Waldemar" Capt. W. v. Senden	About FRIDAY, the 26th June.
KUDAT and SANDAKAN,	"Borneo" Capt. F. Sembill	About the end of June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th June, 1908. [8

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
" TO and FROM JAPAN via SHANGHAI.

For	Steamers	Captains	To sail on
SHANGHAI, KOBE, YOKOHAMA	Caledonien	Martin	22nd June, P.M.
MARSEILLES, via PORTS	Tonkin	Charbonnel	7th July, P.M.
SHANGHAI, KOBE, YOKOHAMA	Tourane	Broc	7th July, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. NALIN,
ACTING AGENT,
QUEEN'S BUILDINGS.

Hongkong, 9th June, 1908. [14

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP CO.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALLICE, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINWANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.
NAPLES " 29 "

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed, Safety and Comfort.

Transpacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND } via VANCOUVER.
PASSENGERS to OVERLAND and EUROPE }
YOKOHAMA—VANCOUVER.....13 Days.
" LONDON and PARIS ...26 "

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALLICE, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL EXELMANS . 25th July.
‡ OUESSANT .....27th Aug.
‡ MALTE.....12th Oct.
‡ CEYLAN .....26th Nov.
‡ CORSE .....11th Jan.

† No passengers. * Intermediate class and rates of passage.
‡ New Twin Screw 16,000 T. displac., 1st class accommodation, splendidly equipped with single berth cabins. All round the world ticket by these boats.

For further Particulars, apply to

P. NALIN, FRENCH MAIL OFFICE.

Hongkong, 4th June, 1908. [460

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,
Agents,
WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th March, 1908. [11

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905. [39

Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	Java	Second half June	JAPAN	Second half June
TJIKINI.....	Shanghai	Second half June	Java	Second half June
TJIMAHI.....	Java	Second half June	SHANGHAI	Second half June
TJILIWONG.	Java	Second half June	JAPAN	Second half June
TJIPANAS ...	Java	First half July	SHANGHAI	First half July

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th June, 1908. [16

MESSAGERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
The Company's Own Wharf near Wing Lok Street.
Canton Agents:—Messrs. E. Pasquet & Co.
For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 28th March, 1908. [1

Notice of Firm

INTERNATIONAL SLEEPING CAR and EXPRESS TRAINS Co (THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 31st January, 1907. [47

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904. [60

Dr. M. H. CHAUN,

THE LATEST METHOD of the AMERICAN SYSTEM OF DENTISTRY

21, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 7th April, 1908. [1

EMPEROR FRANCIS'S JUBILEE.

SCENE AT THE PALACE OF SCHOENBRUNN.

Vienna, May 7.

Not since the year 1815, when the Vienna Congress brought so many sovereigns and diplomatists to the city on the Danube, have so many monarchs been seen here together as to-day, when the German reigning princes assembled to congratulate the Emperor Francis Joseph on the sixtieth anniversary of his accession.

The Kaiser and Kaiserin, with Prince August William, Princes Victoria Louisa, and a suite of 31 persons, arrived from Pola shortly after half-past nine at the station of Meidling, a suburb of Vienna. It was a pleasant surprise for them to find that the Emperor, instead of awaiting them at the Penzing station, near Schoenbrunn, had come there to welcome his guests 20 minutes earlier. The aged monarch, despite the chilly, showery weather, drove to Meidling station in an open carriage without an overcoat. He looked extremely well, and was enthusiastically cheered by the crowds lining the streets, as it was the first time for many weeks that he had appeared in public.

The Kaiser, noticing the Emperor at the platform, hastily jumped down from the coach. The two monarchs embraced and kissed one another several times, then entered the saloon carriage, and the special train proceeded to the splendidly-decorated Penzing station, where the archdukes and archduchesses and various dignitaries received the imperial guests. Dr. Lueger, the burgomaster, gave a short address of welcome in the name of the Viennese.

PROCEEDED TO THE PALACE.

The two Emperors slowly made their way to Schoenbrunn through the decorated streets, which were lined by troops of the Vienna garrison. At the entrance to the quadrangle before the palace the Vienna municipality had erected a triumphal arch, and there, too, were immense crowds of sightseers.

Shortly before noon a second procession of no less magnificence arrived at Schoenbrunn from the Imperial Hofburg in the city, consisting of the Kings of Saxony and Wurtemberg, the Prince Regent of Bavaria, and the German grand-dukes, dukes, and princes mentioned in my yesterday's message.

The royalties were at once shown into the Pink Room, where they were immediately joined and greeted by Kaiser William. Then the Emperor Francis, who meanwhile had received the German Empress and her two children, was informed of the arrival of the princes, and proceeded to the Maria-Antoinette Room to receive them. The Lord Chamberlain, Prince Montenuovo, conducted the Emperor William and the others into the Emperor's presence.

THE KAISER'S SPEECH.

Then, the doors being shut, and no one present but the Sovereigns and the Lord Chamberlain, Kaiser William, in his own name and that of the German princes, warmly congratulated the Emperor, whom he called the Peace Emperor, the faithful ally and friend of the German Empire. He characterised the Emperor as a model ruler, who should be emulated by present and future princes.

After his short address the Kaiser embraced and kissed the Emperor, who, deeply moved, thanked his brother Emperor and the princes for their good wishes and for the pleasure which their visit had afforded him. He expressed the hope that the Austro-German alliance, which aimed truly at pacific ends, would remain unshakable. He also trusted that it would continue to accord with the equally peaceful endeavours of the other Powers.

AN AFFECTING SCENE.

The scene was one full of pathos, and all present had tears in their eyes. When the Emperor and the German princes had kissed each other or shaken hands and conversed for a while, they returned to the Maria-Theresa Room, where they were joined at lunch by the Kaiserin, her children, and the Austrian archdukes and archduchess.

Soon after two o'clock the German princes and the Kaiser and Kaiserin paid visits to the various members of the Austrain imperial family, and took tea at the German Embassy. Their Majesties also drove to the imperial vault to lay a wreath on the tomb of the Empress Elizabeth.

At seven o'clock the foreign guests, their suites, and many Austrain and Hungarian dignitaries dined with the Emperor, covers being laid for 134 persons. Kaiser William and the German princes wore Austrian uniforms, and the Emperor and the archdukes wore German uniforms.

The banquet over, the guests took their places at the windows to listen to the serenade in the garden by 7,000 singers and the military bands of the Vienna garrison. After the March from "Rienzi," played by 500 musicians, the choir sang a special hymn of praise, and concluded by an impressive rendering of Haydn's Hymn to the Emperor and the Austrian national anthem.

GRAND-DUKE'S NARROW ESCAPE.

While the aged Grand Duke of Baden was making a round of calls he narrowly escaped a serious accident. The horses attached to his carriage shied across the pole and bolted. A clerk named Olbrich managed to stop the horses, but sustained serious injuries. The Grand Duke was unhurt.

Auctions!

PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD LOWTHER & Co., to sell by

PUBLIC AUCTION,
TO-MORROW,
the 11th June, 1908, at Noon, at Ma-tau-kok,
A QUANTITY OF
OLD IRON, RAILINGS, FURNITURE, &c., &c., &c.,

A Steam Launch will leave Blake Pier at 11 A.M. to convey intending Purchasers.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 3rd June, 1908. [566

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 13th June, 1908, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street,
A QUANTITY OF
BRASS, E.P. & GLASS WARE, CUTLERY, A Few Pieces of SILK TAPESTRY, &c, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 9th June, 1908. [577

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
on
TUESDAY and WEDNESDAY,
the 23rd and 24th June, 1908, at 10 A.M. each day, at H. M. NAVAL ESTABLISHMENTS,
SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,
Comprising:—

Old and Surplus Naval Stores:—CHAIN CABLE, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &c;

Old and Surplus Victualling Stores:—PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES, and a quantity of ELECTRO-PLATED ARTICLES, &c.

Catalogues will be issued.

TERMS OF SALE:—As Customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 5th June, 1908. [573

Intimations

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLAEN
Manager.

Hongkong, 22nd June, 1906 [63

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP .....$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [48

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hereto employed.

THERAPION No. 1 is a remedy which, in a remarkably short time, often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, colitis, irritation of the lower bowel, cough, bronchitis, asthma and some of the more trying complaints of this kind it will be found astonishing in its actions, affording prompt relief where other well tried remedies have been powerless.

THERAPION No. 2 for the purity of blood, scurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism and all diseases for which mercury has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This remedy thoroughly purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for ... tion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring nervous and vigour to those suffering from exhausting influences and long residence in hot, unhealthy climates.

THERAPION ...

Intimation.

Powell's

ALEXANDRA BUILDINGS.

WHITE MUSLIN BLOUSES

$3.75

4.25

5.00

6.25

7.50

8.00

8.50

9.75

11.00

12.25

15.75

NEWEST OBTAINABLE.

DAINTY.
SMART.
GOOD VALUE.

WM. POWELL, LTD.,

Des Vœux Road,
and
28, Queen's Road,
HONGKONG.

Hongkong, 30th May, 1908. [61

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, ANTWERP, COLOMBO AND STRAITS.

THE Steamship

"CARNARVONSHIRE,"

Captain Ingram, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignee's risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 10th inst., at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th June, 1908. [571

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre ex s.s. *Douro*, and from Bordeaux ex s.s. *Frederic Morel* and *Verbeckmoes* in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th June, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,
Acting Agent.

Hongkong, 8th June, 1908. [74

NOTICE TO CONSIGNEES.

FROM SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 10th inst., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 9th June, 1908. [580

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONTROSE," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 9th June, 1908. [581

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong 10th September, 1906. [62

SHIPPING SUBSIDIES IN JAPAN.

PROPOSED REVISION OF EXISTING LAWS.

It is reported that the Department of Communications has in contemplation the appointment of a commission for the investigation of shipping subsidies. The idea is to inquire into the results obtained by the laws for the encouragement of shipbuilding and navigation now in force, and the necessity or otherwise of their revision. At the same time the Director of the Shipping Bureau will be dispatched to Europe and America for the investigation of the practice in vogue in the West in similar matters. Writing with reference to this subject, the *Jiji Shimpo* remarks that an amendment to the two laws referred to above has more than once become the subject of discussion in the Diet, and as the term of contract for the subsidy of the European and American steamship lines will expire at the end of the next fiscal year it is not unnatural that the attention of the authorities should be directed to the matter. The laws for the encouragement of shipbuilding and navigation were framed and put into operation in 1896, and the grant of special bounties to the European, American, Australian, Bombay, and some other lines came into force during 1899 and 1900. The amount of the special bounties paid during the past nine years has reached 60 million yen, while the total shipping subsidies for the current year is estimated to reach the sum of 12 million yen.

The expenditure of this amount for the purposes of the development of the maritime trade may seem too large in comparison with the amount spent by other countries for similar purposes, continues the *Jiji*. It should be remembered, however, that the protection given by the Government has materially helped the extension of the shipping trade abroad as well as the growth of direct trade. The amount of the money annually earned by Japanese ships from foreign countries in the transport of cargo and passengers is put at Y20,000,000. Further, the important part played by the Japanese merchant marine in the Japan-China and Russo-Japanese war will be fresh in the memory of all. A certain foreign critic went so far as to assert that without the help of her mercantile fleet Japan would not have been able to obtain so decisive a victory in the late war with Russia. At any rate, the granting of subsidies for the carrying of mails and for other objects is a measure generally followed by many civilised countries, though there are of necessity different methods adopted by them, according to the conditions and circumstances prevailing in their countries. The object aimed at by all countries in thus subsidising their merchant marine is the development of trade in time of peace and its employment for warlike purposes in time of war. Generally speaking, continues our vernacular contemporary, Japan's efforts in this direction have been successful. The [illegible] become self-supporting, while the other oversea lines, despite the keen competition of strong rivals, are making steady progress. As a result of the investigations to be undertaken, the Government may perhaps find it necessary to readjust the amount of subsidies, but it would be unwise to endanger, by a parsimonious policy, the foundation of an industry which has been nurtured with so much care.

It would be interesting to know on what authority the *Jiji* states that the Bombay line is self-supporting. We believe it is true that the line obtains no direct subsidy from the Government, but we understand the line is worked by vessels which have been granted to the Nippon Yusen Kaisha by the Government, and in that case the line can scarcely be said to be supported by its profits.

IN THE JUNGLE.

EXPERIENCE OF A SURVEYOR IN AFRICA.

MAP-MAKING FEAT.

The completion of the surveys of the Gold Coast Colony and Ashanti by Major F. G. Guggisberg, R.E., who recently returned from this little known part of the Dark Continent, has called attention to the fact that at the moment the whole of our African possessions are being scientifically and accurately mapped.

In describing his experiences to the writer Major Guggisberg gave an interesting glimpse of a surveyor's life in the great tropical forests of West Africa. "The country is very rough and the climate abominable," he declared.

In the great forest which extends for some 300 miles from east to west and varies in width to from 100 miles on the east to 300 miles on the west work was exceedingly trying. It is only some five degrees north of the line and one appears to feel the effects of the sun more here than in countries even nearer to the equator. There is an intense dampness about the atmosphere with the result that one's clothes are never dry. In the forest itself the surveyors had literally to cut their way through it foot by foot. The trees run up to a height of some 180 feet and from their upper portions bunches of huge umbrella-like limbs stretching out horizontally for distances of from 20 to 50 feet. From tree to tree stretch rope-like creepers as thick as large hawsers. Then comes the undergrowth, so thick as to be impenetrable to any one unarmed with axe and machete. The sun is practically blotted out. This undergrowth consists of all kinds of small trees, bushes, shrubs, creepers, thorns and prickly plants running up to a height in some cases of over sixty feet. The whole forest teems with insect life. Snakes, scorpions, centipedes and almost every creeping thing one could name are found in it, while in the branches of the trees may be seen parrots, green pigeon, and a host of smaller tropical birds, many of the latter possessing the most beautiful plumage. The noise is simply deafening, particularly in the early morning and late afternoon. Except for the native sheep and cows in the village clearing there is practically no animal life in the forests and horses cannot live there owing to the tsetse fly.

EXPEDITION'S EQUIPMENT.

At one period of the work Major Guggisberg had eighty white men and one thousand natives under his control and the immense amount of work required in organising an expedition of this size can readily be imagined when it is remembered that practically no stores of any kind could be obtained inland. The expedition was divided up into twelve parties, each carrying eight months' supplies of food and various necessities of life, on the heads of carriers. Everything from a bed to a frying pan, from tinned meat to the last ounce of pepper, from a medicine chest to a pipe of tobacco, had to be foreseen, purchased, and packed in suitable loads eight months ahead.

Work in the bush, as the great forest is called, was no light employment. At 4.45 in the morning the surveyor was called by his black boy and while he partook of his breakfast, if he wanted any, his tent was struck. The headman then looks after the black carriers who are sent on in advance with the provisions, all tinned stuff, and if there is any cutting to be done that day, in advance of these go a party of say fifteen men, under a headman, armed with axes and machetes, who literally chop their way through the forest.

ASTRONOMICAL CALCULATIONS.

The path thus made for the surveyor is merely narrow lane a few feet in width. As soon as the paths are cut the surveyor comes along with his table and theodolite, measures the angles and the lengths of the lines, which are reduced by calculations to a form from which a map can be made. At every three to five miles a "permanent mark," with a distinguishing number, to act as a beacon, is erected, and also to preserve the azimuth observed at them. At every five or ten miles angular measurements in the tranverse lines are corrected by star observations, which means that the surveyor has to be up till one or two o'clock in the morning, finding his latitude and bearing astronomically.

Naturally, Major Guggisberg met many native kings and chiefs. He often had to consult them to settle boundary disputes. He soon discovered that they love ceremony, and things had to be done in a certain amount of style. The dusky monarchs met the white man under the great palaver trees, when the grievances were fully and elaborately discussed, and, with hardly an exception, amicably settled. The chiefs on these occasions were dressed in the most picturesque garments, and wore heavy gold ornaments on their legs and arms.—*St. James's Gazette.*

Intimations.

KOWLOON CRICKET CLUB.

OWING to the inclemency of the weather the opening of the Kowloon Cricket [illegible] POSTPONED.

Hongkong, 8th June, 1908 [574

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.
7.30 a.m. to 9.30 a.m. ...Every 10 minutes
9.30 a.m. to 11.00 a.m. ...Every 15 minutes
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m every half hour.

SUNDAYS

8.00 a.m. to 9.00 a.m. ...Every 15 minutes
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes
12.00 Noon to 1.00 p.m. ...Every 10 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes
5.00 p.m. to 6.00 p.m. ...Every 10 minutes
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 4th June, 1907 [57

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when all nature, so to speak, is ransacked by the scientific for its comfort and happiness of man. Science has indeed made giant strides during the past century, and among the—by no means least important—discoveries in medicine comes that of

THERAPION.

This preparation is unquestionably one of the most genuine and reliable Patent Medicines ever introduced, and has, we understand, been used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, Malsonneuve, the well-known Chassaignac, and indeed by all who are regarded as authorities in such matters, including the celebrated Lallemand, and Roux, by whom it was some time since uniformly adopted, and that it is worthy the attention of those who require such a remedy we think there is no doubt. From the time of Aristotle downwards, a potent agent in the removal of these diseases has (like the famed philosopher's stone) been the object of search of some hopeful, generous minds; and far beyond the mere power—if such could ever have been discovered—of transmuting the baser metals into gold is surely the discovery of a remedy so potent as to enable the faulting exercise of the confirmed *roué* in the one case, and in the other so effectually, speedily and safely to expel from the system without the aid, or even the knowledge, of a second party, the poisons of acquired or inherited disease in all their protean forms as to leave no taint or trace behind. Such is

THE NEW FRENCH REMEDY

THERAPION

which may certainly rank with, if not take place of, the discoveries of our day, about which so little ostentation and noise have been made, and the extensive and ever-increasing demand that has been created for this medicine wherever introduced appears to prove that it is destined to cast into oblivion all those quackish nostrums that were formerly the sole resource of needful persons. The Therapion may be obtained of the principal Druggists and Merchants throughout the world.—*Courrier Français d'Angleterre.*

Sold by all Chemists, &c. [41

To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.)

Apply to—

THE COMPRADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.

Hongkong, 9th June, 1908. [188

TO LET.

FROM 16TH JUNE.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas Lapraik & Co.'s Offices, Four Rooms with Kitchen and Bath Room.

Terms on application to

DOUGLAS LAPRAIK & Co.,
No. 1, Douglas Street.

Hongkong, 2nd June, 1908. [56

TO LET.

SHOP and DWELLING HOUSE, No. 78, QUEEN'S ROAD CENTRAL.

ONE ROOM in PRINCE'S BUILDING, Top Floor.

Apply to—

S. J. DAVID & Co.,
Prince's Building.

Hongkong, 1st June, 1908. [559

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD.

A HOUSE in RIPON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUFF BUILDINGS, and No. 16B, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

OFFICES on TOP FLOOR, No. 2, CONNAUGHT ROAD, facing the Cricket Ground.

No. 10, DES VŒUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th June, 1908 [66

TO LET.

GODOWN No. 5A, DUDDELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th May, 1908. [490

TO LET.

NOS. 4 and 8, LEIGHTON HILL ROAD.

Apply to—

HONGKONG AND KOWLOON LAND AND LOAN CO., LD.,
No. 8, Queen's Road West.

Hongkong, 30th March, 1908. [126

TO LET.

NO. 56, CAINE ROAD, Six-roomed Dwelling House, Furnished. Rent moderate.

HOUSES in AUSTIN AVENUE, Kowloon facing harbour, cheap rental.

Apply to—

A. RAYMOND,
C/o S. J. David & Co.

Hongkong, 15th May, 1908. [484

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 9th June, 1908. [195

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD, Central, containing 6 Rooms and Servants' Quarter.

Apply to—

DAVID SASSOON & Co., LD

Hongkong, 22nd May, 1908. [257

TO LET.

GOOD OFFICES at 2, PEDDER STREET.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 28th May, 1908 [548

For Sale.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA.

Hongkong, 29th July 1907 [18

Intimations.

SANTA CASA DA MISERICORDIA OF MACAO.

NOTICE.

IT is hereby notified for public information that, at Three o'clock in the afternoon of the 30th June of the current year, before the Board of Directors of the Santa Casa da Misericordia of the Macao, the adjudication by Public Auction, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—

1. Persons desirous of bidding must DEPOSIT with the Provedor of the Santa Casa, before the opening of proceedings, the Sum of $100 as a PLEDGE of the *bona fides* of their offer, which sum shall be returned to all those who may not be awarded the lease, immediately after the adjudication.

2. The TENDERS, which must be in sealed covers, addressed to the Provedor, must be DELIVERED to the Board as soon as adjudication proceedings are declared opened, together with the Deposit Note.

3. Those failing to make the Deposit will not be allowed to bid, nor will their tenders be accepted.

4. The GUARANTEE, which must be given by the successful bidder, immediately after the award is made, will be the equivalent IN CASH of ONE YEAR'S RENTAL, or a Deposit Note for a like value of any Bank payable to the Order of the Santa Casa; personal bond being unacceptable.

5. The UPSET VALUE of the lease is THREE THOUSAND SIX HUNDRED DOLLARS per annum, corresponding to $300 a month.

The clauses of the Agreement for Lease can be seen at the Office of the Secretary of the Santa Casa where they can be considered by intending tenderers.

ANTONIO MARIA INNOCENCIO MAHER,
Secretary to the Board of Directors,
Santa Casa da Misericordia.

Dated at Macao,
Chambers of the Santa Casa da Misericordia,
26th May, 1908. [543

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to— E. J. LOPES,
C/o *Hongkong Telegraph* Office.

Hongkong, 9th March, 1908 [302

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSON AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 9th March, 1907 [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net $5.50 per Cask ex Factory.

In Bags of 250 lbs. net $3.35 per Bag ex Factory

SHEWAN TOMES & Co.,
General Managers.

Hongkong, 28th April, 1908. [52

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, as it were, of the vital forces that sustain the system. No matter what may be its causes (for they are almost numberless), its symptoms are much the same; the more prominent being sleeplessness, sense of prostration or weariness, depression of spirits and want of energy for all the ordinary affairs of life. Now, what alone is absolutely essential in all such cases is *increased vitality*—power.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that as night succeeds the day this may be more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3,

than by any other known combination. So surely as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE LIGHTED UP AFRESH,

and a new existence imparted in place of what had lately seemed worn-out and "used up," and valueless. This wonderful medicament is purely vegetable and innocuous, is agreeable to the taste—suitable for all constitutions and conditions, in either sex; and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this reconstructing restorative essence, which is destined to send into oblivion every quack that had preceded it for this widespread and numerous class of human ailments.

THERAPION

[illegible]

Intimations.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

WATSON'S HYGIENOL AND BUBONIC PLAGUE.

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It is a well known fact that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided, by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A tea spoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE.

PRICES PER PINT .....50 Cents
" " GALLON...$2.00

A. S. WATSON & CO., LIMITED,
HONGKONG DISPENSARY.

Hongkong, 27th May, 1908. [33

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—$30 per annum.
WEEKLY—$18 per annum.

The rates per quarter and per measem proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional $1.50 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents: Weekly, twenty-five cents.

BIRTHS.

On June 1, 1908, at Shanghai, the wife of WM. TAYLOR, a son.

On June 3, 1908, at Shanghai, to Mr. and Mrs. W. F. TYLER, a son.

MARRIAGE.

On June 1, 1908, at Shanghai, ETHEL MAUDE, youngest daughter of the late Augustus White, to GORDON STUART VALENTINE, second son of the late H. S. Bidwell.

DEATH.

May 8, at Tulse-hill, W. TOWNSEND, age 56, late Commander of s.s. *Hitachi Maru*.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 10, 1908.

THE OPIUM CRUSADE.

Sir *Frank Swettenham's letter to The Times* on the subject of the recent resolution of the House of Commons concerning the Opium Trade, draws attention to the difficulties attending all attempts to prevent opium-smoking, as well as to the loss of revenue which prohibition will inflict upon British in the Far East. The only effective way to prohibit the consumption of opium is to prevent its cultivation, whether in India, China, or Persia. There is the danger of resort to alcohol, and when Asiatics take to excess in alcohol they are prone to lose all self-restraint far more rapidly than Europeans. In Penang and Singapore at any rate, the facilities for exchanging one vice for the other appear to be singularly attractive. As *The Times*, in its own leader remarks, it would be deplorable if the British Empire should be left behind China and retain a system of licensed opium dens in our Eastern Colonies. But, as Sir Frank Swettenham points out, when the mover of the resolution urged that the question was between money and righteousness, he offered a very incomplete definition of its realities. Colonel Seely was compelled to admit in the debate that, though the righteousness is our own, the money happens to be that of other people. The House of Commons is a little too ready to uphold the righteousness that exalteth a nation at the expense of people who are not always eager or able to bear the cost incidental to movements of moral regeneration. Sir Frank's last paragraph is put in his well-known caustic style. He virtually suggests that the aphorism applied by Colonel Seely should be brought home—that the morals of the Straits and Hongkong, which are as good as any, should have their fling, and that the British taxpayer should be providing the money. As either is to lose so much of their revenues by the moral resolution of the House of Commons, the Chancellor of the Exchequer and the Colonial Secretary would inform them that they need no longer pay 20 per cent., or 17 per cent. of their revenues, as a military contribution. Those who passed the resolution would then be paying for the privilege of their convictions. There are already symptoms of claims in Hongkong if the Government is not ready to compensate the farmers for the balance of their term. With *The Times*, the *L. & C. Express*, which we quote, trusts that when the Government took the decisive, and in itself entirely laudable, step of ordering the opium dens in Hongkong to be closed, it took care to be assured that the finances of the Colony could be adjusted without prolonged difficulty.

LOCAL AND GENERAL.

THE P. and O. s.s. *Socotra*, which left London on 9th ult., for Singapore, took specie (coins silver) £87,502.

THE port of Hongkong has been declared a plague-infected port under the Ceylon Quarantine Regulations.

THE P. and O. s.s. *China*, which left London on 8th ult., took the following specie:—Hongkong, bar silver £5,000.

SIR William and Lady Des Vœux will not be resident in London this season. Sir William, though convalescent, has not completely recovered strength after more than a year of illness.

INFORMATION has been received from the Government of Eastern Bengal and Assam that Hongkong has been declared an infected port and regulations enforced at the port of Bengal will be enforced at the port of Chittagong.

THE Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending May 23, 1908, amounted to 22,620.95 tons and the sales during the same period to 25,168.58 tons.

THE new secretary and cashier at Hongkong, in relief of Mr. A. J. Hall, is Mr. J. T. Hewetson, who for some twelve months has held the post of assistant secretary and cashier at Sheerness. Mr. Hewetson, who will go to his new station in July next, is a smart accountant, and a great favourite in his present station.

AT the meeting of shareholders of the Bank of Indo-China, held on 13th ult., in Paris, under the presidency of M. Hély d'Oissel, the accounts for 1907 were approved, and a dividend of f.47.50 was declared. The appointment of M. Roume as director in the place of the late M. Momberg was confirmed, and M. Ulysse Pila was re-elected to the Board.

SAMPAN CAPSIZED.

CREW AND PASSENGERS RESCUED BY "SHUN WO."

A strong gust of wind overturned a sampan in the harbour at about half-past twelve o'clock this afternoon. The accident took place about a hundred yards off Pottinger pier. Four sampans, which were moored alongside the praya, went out to render assistance, but before they could reach the scene the steam launch *Shun Wo* which was passing at the time, slewed round, and her crew gave every assistance to the unfortunate people. She then took the sampan in tow and brought it back to Pottinger pier. The sampan—a new one, No. 55H—had on board at the time of the accident six persons—four of a crew and two passengers. There were no lives lost.

SHIPPING AND MAILS

MAILS DUE.

Indian (*Arratoon Apcar*) 13th inst., daylight.
Indian (*Catharine Apcar*) 14th inst.
German (*Prinz Heinrich*) 16th inst.
German (*Gosben*) 17th inst.
Canadian (*Montcalm*) 18th inst.
Indian (*Namsang*) 19th inst.
Indian (*Kumsang*) 23rd inst.
German (*Prinz Waldemar*) 24th inst.

THE E. & A. Co.'s s.s. *Empire* left Sydney on 6th inst., for this port *via* Queensland Ports and Manila.

THE "Ben" Line s.s. *Benvorlich*, from Middlesbro' and London, left Singapore on 9th inst., for this port.

Portuguese Consulship.

MR. J. J. LEIRIA GAZETTED.

A POPULAR APPOINTMENT.

In our issue of the 21st April last we stated:—"It is rumoured that a private telegram has been received in the Colony announcing the appointment of Mr. J. J. Leiria, Vice-Consul, as Consul-General for Portugal in Hongkong, in succession to the late Mr. A. G. Romano.

"A representative of this paper interviewed Mr Leiria this forenoon in connection with the report. Mr. Leiria had had no intimation of the news nor has he received any official despatch from Lisbon thereanent.

"Should the rumour be confirmed from Lisbon we have no doubt that Mr. Leiria's appointment to the Consul-Generalship for Portugal in Hongkong will be received with satisfaction by the local Portuguese community."

That the report we gave two months ago as a rumour was absolutely correct is corroborated by an official despatch received by Mr. Leiria from the Minister for Foreign Affairs in Lisbon by the English mail to-day. The despatch is dated 7th May, 1908, and conveys the gratifying news that Mr. J. J. Leiria has been appointed Consul for Portugal in Hongkong." The despatch encloses a copy of the *Diario da Governo* of Lisbon, of 12th idem, in which Mr. Leiria's appointment is officially gazetted. The notification making the appointment is dated the 23rd April and the telegram to which our first report referred must have originated from an official controlling "inside" information at the Portuguese Capital.

We understand that Mr. Leiria is in receipt of a telegram from Conde d'Arnoso, the King's private secretary, tendering his felicitations to Mr. Leiria. Throughout the day Mr. and Mrs. Leiria were the recipients of hearty congratulations from almost the entire Portuguese community in Hongkong by whom the appointment is popularly acclaimed.

While offering our congratulations to the Portuguese gentleman upon the distinction thus conferred upon him, we trust it may not be long before we shall have the pleasure of recording his appointment to the Consul-Generalship for Portugal in this Colony.

AN IMMIGRATION "AGREEMENT."

VERDICT FOR THE DEFENDANT.

In the Supreme Court, this morning, the case—Cheung Kwok Wan, a merchant, of 132, Connaught Road Central, *vs.* Chan Heung Yeuk, a commission agent, of 113, Queen's Road Central, to recover the sum of $700, alleged to have been paid to the defendant for services to be rendered and which the defendant failed to do—was concluded before Mr. Justice Gompertz.

In this case the reader will remember that $700 was alleged to have been paid to defendant to get four men into the United States. The intended immigrants were to go as followers of the Chinese Consul-General, who was about to leave Canton for San Francisco. The immigrants left Hongkong by the steamer *Mongolia*, but proceeded no farther than Shanghai.

Mr. C. F. Dixon, of Messrs. Hastings and Hastings, appeared for the plaintiff. Sir Henry Berkeley, K.C., appeared for the defence. He was instructed by Mr. H. K. Holmes.

Sir Henry stated that the case for the defence would be that plaintiff procured an introduction to the defendant, knowing well that the latter was the friend of the Chinese Consul who was about to proceed to San Francisco, and having procured that introduction an agreement was entered between the party to get the assent of the Chinese Consul to take with him as persons belonging to his train certain men, who, in fact, did not belong to his suite, and to get them into the United States in evasion of the immigration laws. The sum of $700 was paid to the defendant for him to get the Consul's assent. The defendant did all he could under the contract and was alleged to have got the assent. The immigrants embarked and proceeded from the Colony in the train of the Consul. It appeared that they went no farther than Shanghai, but as to that the defendant had no responsibility. He did not, as alleged by the plaintiff, undertake to get the men into the United States. Sir Henry observed that the agreement between the parties could not be recognised in Court. It was a fraud, the intention being to evade the laws and regulations of the United States.

Witnesses for the defendant were called to corroborate the above statement.

The Court held that it was not convinced that the matter was a fraud. The plaintiff had not made out his case. Therefore, there would be judgment for the defendant.

SUICIDE ON THE "KOREA."

FIREMAN HANGS HIMSELF.

A Chinese fireman, on board the Pacific Mail liner *Korea* committed suicide on board ship this morning. The man, who was about thirty-five years of age, was found hanging to a piece of rope in the stokehold. His body was cut down and removed to the mortuary by the Water Police for examination. It is not known definitely what influenced the fireman to take his life in this fashion, but it is believed domestic troubles had something to do with it.

JAPANESE TRADE.

A TURN OF THE TIDE.

Tokio, June 1.

The trade returns for the last eleven days of May show an excess of exports over imports for the first time since January.

The total volume of trade for the last five months is less than it was for the corresponding period in 1907.—*N. C. D. News.*

AN ADVERTISING DISPUTE.

INTERESTING CASE THRESHED OUT.

Considerable interest was taken in a case which occupied the attention of the Chief Justice (Sir Francis Piggott) in the Supreme Court, to-day. The case was that in which Daniel Maher, an advertising agent, of 12, Queen's Road Central, brought an action against Lam Woo, a contractor, to recover the sum of $10,000 for breach of contract in connection with certain advertisement orders which the plaintiff obtained for the defendant to be exhibited on the hoarding surrounding Messrs. Jardine, Matheson and Company's old premises, and which were not fulfilled by the defendant.

The plaintiff conducted his own case, Mr. H. K. Holmes being with him. Mr. M. W. Slade, instructed by Mr. W. Daniel, of Messrs. Johnson, Stokes and Master, appeared for the defendant.

The plaintiff stated that he was an advertising agent and contractor. He resided at 28, Elgin Street, and formerly carried on business at 12, Queen's Road Central. The defendant was a building contractor, and did business at 61, Des Vœux Road Central. In or about the month of September, 1907, defendant was engaged in certain building operations at the site formerly occupied by the offices of Messrs. Jardine, Matheson and Company, at the corner of Pedder Street and Des Vœux Road Central. The building operations necessitated the erection of a hoarding on the Pedder Street and Des Vœux Road Central sides of about 250 feet in length, and would render the maintenance of the hoarding necessary for two years and upwards. The plaintiff conceived the idea or scheme of utilising the hoarding for advertising purposes. About September, 1907, he approached the defendant with a view to purchasing from him the sole right to use that hoarding for advertising. The defendant consented, and on the 11th October they entered into an agreement in which it was agreed that the defendant should furnish the whole of the necessary material for the work; that plaintiff should canvass for advertisements; that the whole of the money received for advertisements on the hoarding should be equally divided between them, and that the agreement should have effect during the whole time advertisements might be exhibited on the hoarding. Plaintiff obtained orders for advertisements, but the defendant refused to allow any of his orders to be fulfilled. In further breach of the agreement defendant entered into a contract with one H. Pollock to canvass for orders and has exhibited those advertisements on the hoarding. The plaintiff suffered damage by the breach to the extent of $10,000.

Cross-examined: Plaintiff had been in Hongkong for six years. He did not know whether defendant was contractor to the Post Office. When he first approached defendant the hoarding was there. At the time he approached defendant, plaintiff did not say he had "as good did not say also that he could get many. After the contract was signed plaintiff did not go away for six weeks. He was canvassing, but did not succeed in getting any, except one. He did not expect defendant to go to the expense of putting up the hoarding and to wait until it suited plaintiff to bring in the advertisements. Plaintiff had other advertising work to do for a directory and it was understood between plaintiff and defendant that after plaintiff had finished the directory work he would take on the hoarding scheme. "How could he expect me to go to one man one day for an advertisement for the directory and the same man the next day for the hoarding advertisement?" asked plaintiff. All monies received were to be paid to the defendant. It was not the fact that defendant refused the M. B. K. advertisement because plaintiff had already collected the money. The price for each advertisement was $35 a space per month. It was distinctly understood between them that plaintiff was not to receive any money for advertisements he did not procure, and it was also understood that defendant was not to go out canvassing.

Mr. C. W. Longuet, managing partner of Messrs. Kruse and Company, was called by the plaintiff. Witness stated that he signed an advertising contract with one Pollock who stated that he had defendant's authority to canvass. The next day plaintiff called and stated that he was the proper man to take advertisements for defendant, and not Pollock. Witness stopped the advertisement on the 31st March—but it was still on the hoarding. (Laughter). He didn't mind that, anyway. (Laughter).

Mr Slade said he admitted that Pollock canvassed for advertisements.

Plaintiff—Oh!

Another witness was called and he spoke to promising plaintiff an advertisement.

Plaintiff—I have another witness, my Lord, who will say that by Pollock canvassing for advertisements he prejudiced me in his favour.

The Chief Justice—How?

Plaintiff—I put an advertisement in the papers calling advertisers' attention to the fact that Pollock had nothing to do with the matter.

The Chief Justice—I shouldn't deal with that.

Plaintiff—He was *doing me out* of my business.

The Chief Justice—I shouldn't touch that question.

This closed the plaintiff's case.

The statement of defence read that the agreement entered with the plaintiff was that the defendant would divide equally with the plaintiff the monies received by the defendant in respect of all advertisements plaintiff procured. The plaintiff was to have no interest in the matter when the advertisements were not procured by him. The defendant denied that plaintiff obtained any orders from advertisers in accordance with the terms of the contract, or that he refused to allow any such orders obtained by the plaintiff to be fulfilled. Since the date of the agreement plaintiff had only obtained one order. This defendant refused to accept, because the money was paid by the advertiser to the plaintiff. The defendant also denied that he had entered into any contract with or employed any person other than the defendant to canvass for advertisements. A man surnamed Pollock introduced advertisers to the defendant, but the latter only contracted directly with the advertisers. Plaintiff, the defendant alleged, had always neglected and refused to carry out his part of the contract and to canvass for advertisements.

Witnesses for the defence were then called.

A verdict for the defendant was entered.

CHINESE ON BRITISH SHIPS.

Mr. Churchill, replying to Mr. Havelock Wilson, said his attention has been called to disturbances in Poplar in connection with the proposal to ship Chinese crews on the *Zambesi* and the *Strathness*. He understood that it was the case that the leading seaman No. 1 was unable to pass the language test. There was no legal obligation on the owners to provide interpreters, but care was taken by the Superintendent that the various clauses in the articles of agreement were explained to the seamen by some person competent to do so before they were engaged. He had nothing before him to prove that the crews in the case referred to were supplied by Chinese crimps, but if any evidence of an infringement of the Merchant Shipping Act, 1894, was forthcoming, the question of instituting legal proceedings would be considered. He might add that the recent unusual increase in the number of Chinese seamen shipped in United Kingdom ports required, and was receiving, prompt and searching attention, and must be regarded as a matter of serious concern. (Cheers.)

Mr. Havelock Wilson: Will the right hon. gentleman take steps to see that a proper and competent interpreter is present on these occasions?

Mr. Churchill: The law will be most strictly enforced.

In reply to Mr. Bowles, who inquired whether the steamship *Zambesi* was forcibly taken possession of on 9th ult. in the Survey Commercial Docks by a mob of 200 persons.

Mr. Gladstone said:—The incident referred to took place on the private premises of the Surveyor Commercial Dock Company, who employ their own police; but I have made inquiry, and I am informed that the description of the incident which has appeared in the Press is exaggerated, and that no disorder occurred. While the *Zambesi* was discharging cargo on the afternoon of 9th inst. a party of 19 Chinamen arrived, followed by a number of English members of the Seamen's Federation, who protested against the employment of foreigners. A conference took place on board, as a result of which the Chinamen left, and the Englishmen were signed on. (Laughter.) I am informed, further, that the *Zambesi* was not taken forcible possession of; there was not a mob of 200 persons; and, so far as can be ascertained, there was no

CHINESE AS SAILORS.

On 9th ult. a large number of unemployed British seamen congregated at the offices of the Mercantile Marine at Poplar, where a crew was to be engaged for the British steamer *Zambesi*. They learned that Chinamen were to be employed on the ship. A deputation waited upon Mr. Havelock Wilson, M. P., and he proceeded to the Mercantile Marine Office and interviewed the superintendent, entering a protest against the engagement of the Oriental on the grounds that they had been supplied by boarding masters and crimps who were not licensed to supply seamen, and that the Chinese could not speak or understand the English language. When the Chinese went in to sign the superintendent tested one or two, and found they could not pass the language test. It was then decided to sign the men on on coasting articles to proceed from London to Cardiff, but when the Chinese arrived at the Surrey Commercial Docks some opposition was manifested towards them, and eventually a British crew was taken on. On subsequent days large crowds gathered outside the Board of Trade offices in East India Dock-road anticipating that there would be a repetition of the scenes which had occurred on the 9th, but matters, however, passed off quietly. Mr. J. Havelock Wilson, M.P., addressed the men on the subject, pointing out that the matter had been brought under the notice of the Board of Trade. In an interview Mr. Wilson said that there were 5,000 Chinamen signing on British ships in London now; in six months' time the Board of Trade estimated there would be 10,000. Mr. Wilson averred that the Glasgow shipowners were principally responsible for importing these men, and there was probably not 1 per cent. of them who could speak English. It was, said Mr. Wilson, naturally to the advantage of shipowners to employ Chinamen, as they worked for a wage of £3 a month, whereas the British sailor got £4 a month. There was also a great saving in the food bill.

The view of the British seaman is that Mr. Lloyd-George's Shipping Act, which came in force in January, making knowledge of English obligatory on crews in British ships, has been rendered nugatory in the case of Orientals by the fact that British Colonies, Dependencies, and Protectorates are excluded. Chinese, Lascars, Malays, and others by stating that they came from places like Hongkong and Singapore have been passed. Employers have, it is said, engaged them at cheaper rates.

An official of the German Seamen's Union states that 300 Chinese sailors arrived at Hamburg last week, having travelled as passengers from China. They were being imported from Hamburg as the shipowners required.

The agitation has spread from London to Cardiff. A meeting was held outside the Cardiff Shipping Offices on 13th ult., when a resolution was unanimously adopted that the seamen sailing out of the port of Cardiff strongly protested against the increase in the employment of Chinese seamen upon British ships, and urged the Government to take steps to deal with the question.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

"HONGKONG MARU" ASHORE.

TUGS TO THE RESCUE.

[*From Our Own Correspondent.*]

Shanghai, 10th June, 2.45 p.m.

The Toyo Kisen Kaisha's steamer *Hongkong Maru* went ashore in a gale, last evening on Block House Island.

Tugs have been dispatched to her assistance.

[On inquiry at the office of the Pacific Mail S.S. Co. this afternoon we were courteously informed that the local agents had had no despatches concerning the accident to the *Hongkong Maru*.

Block House Island is within a hundred miles from Shanghai. The sea-bed at this point is mud and sand. It is not considered that the vessel is in a dangerous position. She will probably be floated off without much difficulty.—Ed., *H.K.T.*]

SUDDEN DEATH AT SHANGHAI.

[*From Our Own Correspondent.*]

Shanghai, 10th June, 4.30 p.m.

Mr. O. Lemke, of Messrs. Arnhold, Karberg & Co., general manager of the Soy Chee Cotton Spinning Co., Ld., died suddenly at noon, to-day.

CHINA'S NATIONAL DEBT.

PROVINCIAL CONTRIBUTIONS.

[*By courtesy of the "Sheung Po."*]

Peking, 9th June.

It is proposed by the Imperial Government to issue instructions to the gentry in various provinces to submit a draft scheme for provincial contributions towards the repayment of the National Debt.

CONSTITUTIONAL GOVERNMENT.

GRAND COUNCIL'S MEETING.

[*By courtesy of the "Sheung Po."*]

Peking, 9th June.

There was a meeting of the Grand Council on the 8th inst. to discuss the reply to be given to the Provincial memorials praying for Constitutional Government.

RIOT AT SOOCHOW.

THEATRE DESTROYED.

On the night of the 7th instant, the guards at Soochow destroyed the Chui Fuk theatre.

Many were injured.

[*Reuter's.*]

Russia.

LONDON, 7th June.

At St. Petersburg, M. Stolypin, interviewed by Reuter's representative, said that the meeting of the two monarchs would doubtless confirm Russian sympathy for Great Britain and also emphasize the mutual desirability of a commercial rapprochement.

Following an acrimonious debate on irregularities in the Navy and Ministry of Marine, the Duma rejected the credit of eleven million roubles for new battleships, and passed resolutions demanding investigation and punishment of the illegalities.

The King's Visit to Russia.

8th June.

The President of the Russian Duma, and the leader of the constitutional democrats, interviewed by Reuter's representative, welcomed the King's visit as cordially as M. Stolypin, but it was significant that both sought to connect it with the internal situation in Russia, the former declaring the visit as opportune now that a representative system of government was firmly established, and the latter viewing the visit as paid to constitutional Russia to seal the international recognition thereby affixed to the new regime. Only the extreme right, and extreme left object to the visit, each fearing the other will turn it to his own advantage.

Later.

Servia and Montenegro.

The Servian Minister has left Cettinge, but it is declared at Belgrade that the relations of the two countries are not broken off, though of the most strained character.

It is also stated that Servia expects an apology from Montenegro.

The American Battleships.

The battleships *Maine* and *Alabama* have left San Francisco for Honolulu. Mr. Garfield, Secretary of the Interior, is on board the *Maine*, and Mr. Bonaparte, Secretary of the Navy, is on board the *Alabama*.

The "Powan" Disaster.

STORIES OF THE RESCUE.

LIST OF CASUALTIES.

Beyond what has appeared in the extended report in the issue of the *Hongkong Telegraph* last evening, relating to the wreck of the steamer *Powan* on the night of the 8th inst., off Capsuimoon Pass, practically nothing can be gathered to throw any light as to the cause of the unfortunate mishap. Where nautical experts hesitate to offer any opinion, it would be rash to print the hundred and one theories which laymen are bold enough to suggest and which they discuss with that degree of would-be wisdom born of conceited ignorance. Gentlemen of the mercantile marine with whom members of our staff have been in conversation last evening and this morning on the subject of the catastrophe one and all declared that "the night was a cruel one, and in the blinding rain which intermittently fell not so much as a ship's length could be seen ahead." Herein, then, probably lies the principal explanation of the disaster, contributed as it might have been by the treacherous nature of the tide around that particular point which invests navigation in and out of the harbour by the north-western entrance one of extreme difficulty.

THE RESCUE.

The various stories of the rescue effected by the *Kam Shun* and the three river steamers—the *San Cheung*, *Kwong Tung* and *Kinshan*—bear out in their essential details the accuracy of our first report. We have, however, to add that the fishing junks in the vicinity on the night of the wreck also assisted in the humanitarian work. It is worthy of remark that when Capt. Black, of the *Powan*, boarded the *Kinshan* on that fateful night he had the hospitable services of a fishing boat.

THE "KAM SHUN'S" ASSISTANCE.

Mention has already been made of the very excellent services rendered by the steam launch *Kam Shun*, but for whose timely arrival and the able manner in which the rescue work was conducted under the directions of her Chinese master, the casualty list which, happily, is comparatively very small might have been considerably augmented. As it happened too great praise cannot be bestowed upon the master and crew of the Chinese launch who entered with a spirit and determination to save as many from drowning as was physically and humanly possible. Attracted by distress signals the *Kam Shun* made for the stranded steamer and was the first to succour the struggling men and women in the water. Making fast to the *Powan* by means of a tow-line she then proceeded to take off as many from the fast sinking wreck as it was practicable within a short time of her arrival. How admirably she performed her share of the task will be gathered from the fact that she accounted for no less than one hundred and thirty-nine survivors, of whom she transferred eighty or so on board the *San Cheung* which was the next vessel to arrive at the scene of the night's tragedy. The remaining fifty-nine were brought over to Hongkong when Chief Engineer Mr. H. Smythe, of the *Kinshan*, was told off to proceed on board the *Kam Shun* and report the disaster at Hongkong.

THE "SAN CHEUNG'S" SUCCESS.

Following in the wake of the *Powan* on Monday night was the s.s. *San Cheung* (Capt. McGinty) on her journey to Canton. As soon as she became apprised of the mishap to the other steamer her telegraph rang "dead slow," and Capt. McGinty promptly brought his vessel as close as it was commensurate with safety to do so. Boats were lowered in less than no time, and, in charge of the officers of the ship, they began to cruise around the wreck, picking up whom they could, and did not abandon the work until there was practically nothing more for them to do. That that night's labour of love was not spent in vain, the fact that the rescued on board the *San Cheung* on her arrival at Canton was no less than 117 souls, is a sufficient testimony to the ardour with which the task was pursued. In that number is included those received from the *Kam Shun*. Details of the *San Cheung's* rescue are appended:—

From Mr. Lum Mui Sang, the manager of the company owning the *San Cheung*, who kindly accorded our representative an interview, we learn that the *San Cheung* left her wharf at 9.20 o'clock on the night in question. She was scheduled to leave at nine o'clock sharp, but could not owing to the quantity of cargo to be loaded. The night was dark and rainy. When the *San Cheung* was nearing Capsuimoon Pass, Captain McGinty, who was on the bridge, heard several blasts being blown. Then he saw a few rockets sent up, and being certain now that something untoward had happened the *San Cheung* was stopped. As quick as clockwork three of her life-boats were lowered. Captain McGinty took command of one, Chief Officer Everett had charge of the other, whilst the third was left in the hands of some of the Chinese crew.

By now it was known to the rescuing party that the *Powan* had met bad luck. They reached the scene in good time and rendered gallant services, rescuing some thirty-seven passengers from a watery grave.

"How many persons did you pick up altogether that night?" asked our reporter.

Mr. Lum replied 117. Out of that number about eighty were put on board the *San Cheung* from the steam launch *Kam Shun*.

"How many of the *Powan's* crew were rescued by you, and who were they?" followed next.

"We picked up five of the crew. Two watchmen, two members of the compradore staff, and a boy," replied Mr. Lum.

"How many women were there rescued?"

"Between fourteen and fifteen."

Mr. Lum proceeded to remark that among those who were taken on board the *San Cheung* was a [illegible] and his sister. [illegible] was the only one of his family saved. When he was rescued he was in a very bad condition and artificial respiration had to be resorted to to bring him round. He was brought back to Hongkong to-day and sent to his friends at Yau-ma-ti. There were a number of others who had to receive first aid from the Captain and officers of the vessel. The *San Cheung* left the scene of the wreck at about eleven o'clock, and proceeded on her way to Canton with her cargo of survivors.

WHAT THE "KWONG TUNG" DID.

We chronicled the fact last evening that the s.s. *Kwong Tung* (Capt. Walker) also took part in the rescue of the survivors of the ill-fated *Powan*. That she did not accomplish much was due to no lack of will on the part of her officers and crew, but to the fact that her slightly delayed departure from Hongkong took her to the scene of the wreck just a few minutes behind the *San Cheung*, which had been there to render "first aid," so to speak. Just a few minutes after 10 p.m. the *Kwong Tung* steamed up the Pass. The first indication that anything was amiss to those on board this steamer was the shrill whistle of the *Kam Shun* appealing for succour. Travellers on board the Canton steamer peered through the darkness of the night and from the approaching distance came the cries of Chinese for what is the native equivalent of "Save life!" The *Kwong Tung's* engines were then slowed down and followed by the order "Full speed astern." Then the vessel was brought to a standstill. Through the dimness of the light a distant flash as of a suspended light was descried. It was probably that of the steam launch. Then traces of the wreck became visible and it was correctly surmised that the vessel in distress could be no other than the *Powan*. Orders to lower the boats were promptly given and as promptly and cheerfully obeyed. Two out of the four boats on board were swung out and they were placed in charge of the Chief Officer and the Chief Engineer (Mr. Cordeiro), respectively. The boats were rowed for some time round and about the sea which was littered with wreckage. It was observed that seldom has so much *débris* been witnessed at a single wreck, huge planks of what was supposed to be portions of the ship's superstructure and immense white-painted boards floated on the surface. On none of the wreckage was any survivor discovered, they having apparently been rescued by the launch and the fishermen's boats previously. Of the latter there were several. Descrying a light on what appeared to be the bridge, the Chief Engineer's boat cruised around it but discovered nothing. Seeing that their well-intentioned mission had been barren of results and there seemingly was nothing more for them to do, the two boats from the *Kwong Tung* were rowed back to the steamer. Shortly after half-past eleven the *Kwong Tung* was once more under weigh to Canton.

S.S. "KINSHAN" STANDS BY.

The last of the three river steamers to arrive at Capsuimoon on the night of the *Powan's* loss was the s.s. *Kinshan*, another of the boats in the ownership of the Hongkong, Canton and Macao Steamboat Co., Ld. Leaving here at her usual hour of departure, the *Kinshan* approached the southern entrance of the pass between 10 and 11 p.m. that night. To be precise it was exactly at 10.30 p.m. The *Kwong Tung*, which had arrived half an hour earlier, had stopped not far from the wreck. The report was communicated to the *Kinshan* by the former vessel that the *Powan* was wrecked on Lantau Island within half a mile or so of the Pass. After proceeding some little distance ahead, the *Kinshan's* engines were brought to a stop and the order "Let go anchor" issued. Preparations were forthwith made to render all the assistance possible to the vessel in distress, and the first measure was to launch the necessary number of boats for rescue work. The boats lowered were:—One gig, the No. 1 lifeboat and the No. 6 cutter. The little fleet was sent out on their errand of mercy in charge of Mr. J. H. Davey, the chief officer. No sooner had Mr. Davey's boats cast off the side of the ship than Mr. Everett, chief officer of the s.s. *San Cheung* (at one time first mate of the *Powan*) drew alongside the *Kinshan*. He informed those on board the latter vessel that he had cruised around the wreck and that the *San Cheung's* boats had been instrumental in saving a few lives, but that there were no more to be found in the water. Following the *San Cheung's* first mate was Capt. Black of the *Powan*, who briefly narrated the experiences in the earlier hour of that evening and concluded by stating that all the passengers and crew of the *Powan* had left the wreck. In the meantime Mr. Davey's fleet of three pursued their cruise, going around the wreck and scouring the waters well away to leeward. So complete had the rescue by the fishermen and the *Kam Shun* been carried out that the *Kinshan's* boats could find no traces of any living creature or the water over the entire distance they covered. As reported yesterday, Chief Engineer Smythe was given directions to proceed to Hongkong on the launch, which he did. During his absence and until his return the *Kinshan* stood by the wreck. Between 2 and 3 o'clock of Tuesday morning the *Kam Shun* returned to the Pass; on board her was Capt. Innes, the Company's marine superintendent. When the *Kinshan* had completed her self-imposed duty she weighed anchor and shortly after 3 a.m. resumed her journey to Canton.

The number of survivors transferred to the *Kinshan* from the *Kam Shun* was:—

Ten passengers, one of whom was a woman; and

Fourteen of the crew, all of whom were Chinese.

The *Kinshan* lay not more than a ship's length off the *Powan* and right abreast of her. It is worthy of note that while she was at anchor there were continual rain squalls, so heavy as to be positively blinding at times. Capt. Black did not remain long on board the *Kinshan*. After getting a change of clothes he went back in the wreck [illegible] owing to the [illegible] rain. While he stayed over [illegible] Kinshan the second mate was left with some of the crew to stand by the wreck in order to prevent it coiling, if any was contemplated.

CANTON'S PRACTICAL SYMPATHY.

Writing from Canton under last evening's date, our correspondent states:—"At an early hour this morning, on learning the sad tidings of the accident which had befallen the s.s. *Powan* at Capsuimoon Pass, the Canton Fong Pin Hospital at once despatched a special steam-launch with a number of coolies to proceed to Hongkong and to cruise near the wreck for the purpose of recovering any dead bodies that they may find floating in the sea.

"A number of the unfortunates who were passengers by the s.s. *Powan* and were rescued by the s.s. *San Cheung* and s.s. *Kinshin* were brought to Canton on board these vessels to-day."

THE TUNG WA'S WORK.

The Tung Wa hospital's launch, which had proceeded at 1 p.m. yesterday to do scavenging duties, returned at 7.30 last night. No bodies were found. The launch set out again at 3.30 a.m. to-day, and was followed by another launch with a party of Chinese gentlemen at 4.30 a.m. Nothing was seen.

THE OFFICIALS' INSPECTION.

Mr. W. E. Clarke, Capt. Innes, Second Engineer Robson and Purser Archer left for the wreck in the forenoon to-day. The official party returned about 5 p.m. and had no information to communicate for publication.

SIGHTSEERS.

The parties of sightseers who ventured out yesterday afternoon were not rewarded with much of a sight. In fact, beyond the derelict wooden superstructure towed near the beach there was nothing of the wreck to be seen. The launches returned about 7 p.m. There were two police launches, a Tung Wa Hospital launch, one chartered by the Steamboat Co., the *Nan* with Mr. Choa Leep Chee's party, and several private launches. This morning no less than ten launches were counted near the wreck.

INQUIRING FRIENDS.

The office of the Hongkong, Canton and Macao Steamboat Co. was besieged by an army of men and women who called in regular streams throughout the day with inquiries as to their missing relatives and friends. As many of the latter were landed at Canton the glad tidings were communicated to the weeping inquirers who left the office with the grateful hope of receiving good news later in the day.

CASUALTY LIST.

A summary of the casualty list may be compiled from the foregoing report. It is as follows:—

Discharged at Canton:—	
By the *San Cheung*	117
" " *Kinshan*	59
Discharged at Hongkong:—	
By the *Kam Shun*	24
Total Survivors	200
On her fateful voyage the [illegible]	
Crew	56
Passengers	171
	227

Thus leaving ..... 27 unaccounted for in dead and missing. As the fishing boats must have rescued several, the number of drowned is, fortunately, reduced to a minimum.

THE DIVERS' OPERATIONS.

We mentioned yesterday that the Dock Co.'s launch *K 6* took a party of divers to survey, examine and report on the wreck. The Company's chief manager, Mr. R. Mitchell, superintended operations which were unfortunately hampered by the conditions of the weather. As the light was obscured by rain clouds the divers could not make a thorough investigation. The wreck lies on a mud and sand bottom in about ten fathoms of water. Apparently, as far as it could be judged the bow sustained the largest damage and presumably the bottom plating has suffered vital injuries. As the hull had settled in the mud the exact extent of the damage could not be ascertained. In any event the task of refloating—if it can be done at all—will be attended with considerable difficulty considering the depth of water and the muddy bottom. The divers were engaged on the wreck again to-day. Should, unfortunately, the wreck have to be abandoned, the loss must be borne partly locally and partly in England.

THE INSURANCE.

As is well known the Steamboat Co. has a large reserve for underwriting its own steamers. It takes half the total risk; the other half is insured with underwriters in London.

A "WILD" COOLIE

AND AN EXCITED FARE.

"You must deposit $10 bail. If not you will be detained here." "$10 bail!" was the sarcastic reply, "I'll deposit $500, if you like." "We only want $10 this time." This was the gist of a conversation which took place last night between the officer in charge of the Central Police Station and J. T. Tavares, a man who is reputed to have very wealthy relations, unemployed, and residing at 39, Wong-nei-chong Road. Tavares was arrested for assaulting the bearer of a public chair. It would appear that he engaged a chair outside the Central Market at about eight o'clock and proceeded as far as Hollywood Road. Tavares gave the coolie, it is believed, ten cents. The latter growled. Tavares became annoyed, and was alleged to have given the irritating coolie a short arm jab in the eye, which instantly discoloured that optic. "Pleeceman!" was the next item on the programme, and Tavares was invited to the station, where the charge was laid against him. After much discussion accused deposited the necessary $10 bail, and returned home. This morning he surrendered to his bail in the Police Court, and was discharged.

THE sixteenth general meeting of the Junior Red Cross Society was held at Tai Po on [illegible] their existence. The chair was taken by [illegible] Governor, and there were present [illegible]

To-day's Advertisements.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"MALTA,"

Captain R. A. Peters, will leave for the above place, TO-MORROW (THURSDAY), the 11th instant, at 8 A.M.

For Freight or Passage, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 10th June, 1908. [7

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ.

THE Steamship

"KARONGA,"

Captain Leslie, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 15th instant, at 3 P.M.

All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 9th June, 1908 [582

MANCHESTER CHAMBER OF COMMERCE.

At an ordinary meeting of the Board of Directors of the Manchester Chamber of Commerce held on 13th ult., Mr. Francis Ashworth presiding, the following, amongst other topics, were treated:—

THE RETURN OF SIR ROBERT HART.

At the instance of the India, China, and Colonial Committee, the Board resolved to seek an opportunity of recognising and showing appreciation of the very great services to the commercial community of Sir Robert Hart, the Inspector General of Chinese Customs, who is now *en route* for England, after 47 years' service in China. The secretary was instructed to communicate with Sir Robert; by cable, at a port of call, inviting him to visit Manchester for the purpose of receiving an address from the Manchester Chamber of Commerce.

JAPANESE EXPORTS AND LOTTERY TICKETS.

The same committee had had before them full information from the Hongkong Chamber of Commerce. They suggested that a reply be initiated in denouncing the introduction of a lottery system by Japanese traders as a means of stimulating the demand for Japanese yarn, but that it did not appear to the Board that the Manchester Chamber of Commerce could usefully intervene with a view to checking the practice, subversive though it was of all ordinary principles of commercial morality. It appeared to the Board that the Government of Hongkong could, at their discretion, put a stop to the circulation of the bales of yarn containing these lottery tickets. As far as regarded the British settlement at Shanghai, it appeared that the Municipal Council "would regard the practice as a breach of the regulations prohibiting the sale of lottery tickets within the settlement," and that they were taking action accordingly. In the opinion of the Board this matter was not a legitimate subject for diplomatic action by the British Government, either as regards Japan or China. In all probability the scheme would defeat its own ends, as already there were indications that the Japanese spinners would abandon the lottery system. The Board authorised the despatch of this communication to the Hongkong Chamber.

TRADE-MARK PROTECTION IN CHINA.

The Trade and Merchandise Marks Committee had had under consideration a communication from the Foreign Office, with an enclosed memorandum from the Shanghai Custom-house, which is one of two branch offices of the Bureau for the registration of trade-marks, the other being at Tientsin. The memorandum explained that the proposed Trade Marks Regulations submitted by the Chinese Board of Trade in 1904 were not agreed to by the foreign representatives, and that a large number of trade-marks had already been filed. For the sake of a record, the marks were numbered in a special series according to date of receipt. The receipt given to applicants merely stated that a certain mark had been received and recorded "preceding the coming into force of the regulations governing the registration of trade-marks in China," and that they bore a number in the trade-mark series already mentioned. The memorandum continued that the matter remained in *statu quo ante*. The Customs would afford what moral support they could in case of infringement. A merchant would not be bound to register all, or any, of his recorded marks when the patent rules were eventually promulgated, if, for any reason, he wished to withdraw his application. The sole advantage of recording a trade-mark was the right of priority it gave of having the trade-mark dealt with before others once the law was put into force. This, the Trade Marks Committee were inclined to believe, meant that the provisional recording of a mark give the right, not of registration, but of being dealt with first when the registration office became open to everyone. The Committee desired that a letter should be addressed to the Foreign Office with particular reference to the extent of this right of priority as emphasising what had been stated in previous correspondence, and expressing the hope that it was recognised that recorded [illegible]

To-day's Advertisements.

ALFRED HERBERT RENNIE, *Deceased*

SALE BY PRIVATE TREATY.

THE TRUSTEE in BANKRUPTCY of the Estate of the above Deceased invites offers for the purchase by private treaty of the undermentioned property, viz.:—

ALL THAT PIECE or PARCEL of GROUND situate at Victoria in the Colony of Hongkong containing an area of 129,560 square feet and known and registered in the Land Office as Inland Lot No. 1,653 held under a Crown Lease for the unexpired residue of a term of 75 years from the 9th day of April, 1921, at the annual Crown rent of $552 Together also with all that substantially built residence standing on the said Place or Parcel of Ground, or on some part thereof known as "The Firs."

The residence is exceptionally well situated on an elevation close to the junction of the Magazine Gap and Bowen Roads and close to the Bowen Road Tram Station.

The House is a fine two-storied building containing every modern convenience.

The Building contains large Basement and well arranged Laundry.

On Ground floor—Drawing Room, Billiard Room (full size) and Dining Room, Kitchen and other usual offices.

On First Floor—Two large Bed Rooms with Bath Rooms adjoining; Boudoir and Dressing Room.

The Out-buildings include Stabling and a Fine Swimming Bath

The Out-offices and Coolie Quarters are conveniently situated and exceptionally well built.

The Grounds and Garden, which are well laid out, include a Grass Tennis Court and are large enough to allow for a considerable extension of the present buildings.

Offers to be sent to—

Messrs. JOHNSON, STOKES and MASTER,
8 Des Vœux Road Central, Hongkong.

Solicitors for the Trustee in Bankruptcy of the Estate of the late A. H. RENNIE, Deceased.

Hongkong, 6th June, 1908. [585

NOTICE.

THE Sale of a Large Quantity of SURPLUS STORES, MATERIALS, OFFICE FURNITURE, &c., &c., will be resumed TO-MORROW MORNING at 10 A.M. Sharp.

At 11 o'clock will be put up ONE CARPENTERS' SHED with CORRUGATED IRON ROOFING, BENCHES, &c., &c.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th June, 1908. [584

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (THURSDAY),

the 11th June, 1908, at 10.30 A.M., at their Sales Rooms, No. 8, Des Vœux Road, corner of Ice House Street.

AND

50 Cases VERMILLION.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th June, 1908 [585

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY,

the 13th June, 1908, at 11 A.M., at their Sales Rooms, No. 8, Des Vœux Road Central, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BEDSTEADS and BEDDING, TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS and BUREAUX with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE;

ALSO

ONE COTTAGE PIANO by The Robinson Piano Co., ONE AMERICAN BILLIARD TABLE with ACCESSORIES COMPLETE, ONE COMBINATION IRON SAFE;

AND

A quantity of YAMAGATA CREPE SHIRTS (in boxes of ½ doz. each, various sizes) and ANTIMONY WARE.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 10th June, 1908. [586

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *China*.
From Calcutta, *ex* S.S. *Sunda*.
From Persian Gulf, *ex* B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

J. F. ABBOTT,
Acting Superintendent.

Hongkong, 10th June, 1908. [587

Intimations.

THE ROBINSON PIANO CO., LTD.

SPECIALISTS IN

High Class Pianos

BY THE

Leading Makers

OF THE

WORLD.

STEINWAY,
BECHSTEIN
BRINSMEAD,
WERNER,

and other makes of repute.

ALL PIANOS SPECIALLY CONSTRUCTED FOR TROPICAL CLIMATES AND FULLY GUARANTEED.

Special Prices for Cash

OR

Easy Payments.

INSPECTION INVITED.

KOWLOON HOTEL.

RING UP THE 'PHONE.

HELLO! HELLO!!

Are you there?

Yes,

Number please?

Please give me No. K4.

RINGS THE 'PHONE:

Yes, this is

KOWLOON HOTEL.

I say:

When is your next

MUSICAL DINNER?

It is on Saturday next,

the 13th instant,

at 8 p.m.

and please don't forgot

it is

FULL MOON NIGHT.

THE 13TH RAJPUTS BAND

UNDER

Conductor Mr. T. C. COOKE

will perform on the Lawn

during and after Dinner

(wet or fine).

Many thanks, I will ring

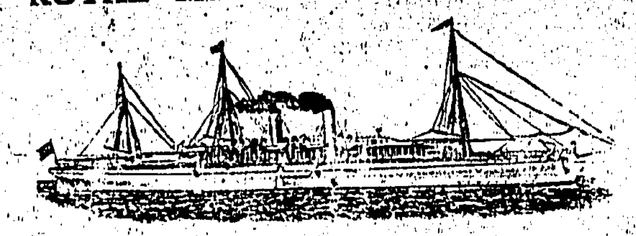
you up again for seats

required.

O. CHAYTOR, C. E. OWEN,
Manager. Proprietor.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF INDIA"	6,000	SATURDAY, June 13th	July 4th
"LENNOX"*	3,700	THURSDAY, June 18th	July 17th
"EMPRESS OF JAPAN"	6,000	SATURDAY, July 4th	July 25th
"MONTEAGLE"	6,163	SATURDAY, July 11th	Aug. 4th
"EMPRESS OF CHINA"	6,000	SATURDAY, July 25th	Aug. 15th
"GLENFARG"*	3,700	SATURDAY, Aug. 8th	Sept. 6th

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

"EMPRESS" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial 'EMPRESS' Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class .....*via* Canadian Atlantic Ports or New York £71.10.

Hongkong to London, intermediate on Steamers, and 1st Class on Railways... " " £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, &c.,

15] *Corner Pedder Street and Praya, Opposite Blake Pier.*

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	*MAUSANG* ‡	.....WED'DAY, 17th June, 4 P.M.
& MOJI	*NAMSANG*‡*	...TUESDAY, 23rd June, Noon.
S'GAPORE, PENANG & CALCUTTA.	*FOOKSANG**	...WED'DAY, 24th June, Noon.

* RETURN TOURS TO JAPAN.

OCCUPYING 14 DAYS.

The steamers *Kutsang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai, and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Labad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 10th June, 1908. [10

CHINA NAVIGATION CO., LIMITED.

For	Steamers.	To Sail.	
NEWCHWANG	"KWEIYANG" ...	11th	June, daylight.
HOIHOW & HAIPHONG	"HUPEH".....	11th	" 9 A.M.
SWATOW, WEIHAIWEI, CHEFOO, & TIENTSIN	"KUICHOW" ...	11th	" 10 A.M.
AMOY	"CHANGCHOW"...	11th	" 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN and other AUSTRALIAN PORTS	"TSINAN"	15th	" "
CEBU & ILOILO	"KAIFONG"	16th	" "
MANILA	"TEAN".....	16th	" "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

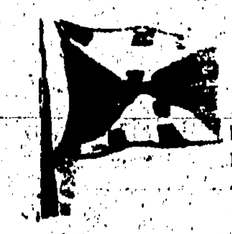
Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th June, 1908. [13

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 13th June, at Noon.
RUBI.....	2540	Almond	"	SATURDAY, 20th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th June, 1908. [11

Shipping—Steamers.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN,"

Capt. J. G. Olifent, will be despatched for the above Ports TO-MORROW, the 11th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 10th June, 1908. [569

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 12th instant, at 2 o'clock P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 9th June, 1908. [578

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARDIGANSHIRE"

will be despatched for the above Ports on or about the 22nd June, 1908.

To be followed by

S.S. "CARNARVONSHIRE"

sailing on or about 10th July, 1908.

For Freight and further Particulars, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 30th May, 1908. [557

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"OCEANO,"

will be despatched for the above Port, on or about THURSDAY, the 25th June.

For Freight, apply to

Agents.

Hongkong, 26th May, 1908. [540

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
			1908.
Tremont.....	9,606	Garlick.....	1st July.
Suveric * ...	6,232	Shotton	23rd July.
Kumeric * ...	6,232	Cowley	19th Aug.
Shawmut ..	9,606	Roberts	12th Sept.

CHEAP FARES, EXCELLENT ACCOMMODATION. ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont* are fitted with very superior accommodation for first and second-class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

* Steerage Passengers only.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.
Hongkong, 10th June, 1908 [1920

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ...Capt. H. W. WALKER.
"KWONG SAI" .....Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....$4.
Meals .....$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 3rd July, 1907. [33

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 13th June, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Britannia*, 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Egypt*, due in London on 26th July, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT,
Acting Superintendent.

Hongkong, 30th May, 1908. [7

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above on THURSDAY, the 25th June, at Noon.

for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th June, 1908. [579

For Sale.

A. CHAZALON & CO.,

6, QUEEN'S ROAD CENTRAL.

A FRESH supply of French and English preserves just to hand :—

TRUFFLED SAUSAGE,
BREAKFAST BACON,
CALF'S HEAD & HAM,
PEAS & HAM,
PORC, MUTTON & VEAL CUTLETS
CHICKEN & HAM,
VEAL & GAME PATES,
MUTTON & CHICKEN CURRY,
ASSORTED SOUPS,
FRENCH JAM &
FRUITS IN SYRUP, &c.

Hongkong, 8th May, 1908 153

SELF CURE NO FICTION! MARVEL UPON MARVEL! TO SUFFERER NI[illegible] NOW DESPAIR,

but w[illegible]ssuming a doctor's bill or falling into the de[illegible]ch of quackery, may safely, speedily and co[illegible]ally cure himself without the knowledge of [illegible]ond party. By the introduction of a NEW FRENCH REMEDY

THERAPION

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges, superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcerations, pains and swellings of the joints, and all those complaints which mercury and sarsaparilla are popularly but erroneously supposed to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, love of solitude, blushing, indigestion, pains in the back and head, and all disorders resulting from dissipation, early excesses, &c., which the faculty at present totally ignore because so impotent to cure or even relieve.

THERAPION is sold by principal Chemists throughout the world. Price in England 2/9

In ordering, state which of the three numbers required, and observe that the word THERAPION appears on British Government Stamp affixed to each case, as without which it is a forgery.

Sold by all Chemists. [63—D

HONGKONG AVERAGE MARKET PRICES.

Corrected 5th June, 100 cts. per $ Mex.

BUTCHER MEAT.	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb	20
" Corned—Ham Ngau Yuk ..... "	19
" Roast—Shiu " " ..... "	20
" Breast—Ngau Lam ..... "	15
" Soup, Tong Yuk ..... "	15
" Steak—Ngau Yuk Pa ..... "	20
" " Sirloin—Ngau Lau ..... "	28
" Sausages,—Ngau Yuk Chaung ... "	26
Bullock's Brains— " Know..... per set	10
" Tongue fresh—Ngau Li..... each	50
" " corned—Ham Ngau Li..... "	55
" Head—Ngau Tau ..... "	80
" Heart—Ngau Sum .....per lb	14
" Hump, Salt—Ngau Kin ..... "	18
" Feet—Ngau Keok .....each	10
" Kidneys—Ngau Yiu..... "	10
Tail—Ngau Mei ..... "	17
" Liver—Ngau Con .....lb	12
" Tripe (undressed)—Ngau To..... "	7
Calves' Head and Feet—Ngau-chai-tau-keok.....set	$1.00
Mutton Chop—Yeung Pai Kwat .....lb	22
" Leg—Yeung Pei ..... "	22
" Shoulder—Yeung Shau ..... "	20
Pigs' Chitlings—Chi cheong ..... "	23
" Brains—Chi Know.....per set	22
" Feet—Chi Keok..... "	12
" Fry—Chi Chak ..... "	13
" Head—Chi Tau ..... "	15
" Heart—Chi Sum.....each	9
" Kidneys—Chi Yiu .....pair	7
" Liver—Chi Kon .....lb	24
Pork, Chop—Chi Pai Kwat ..... "	18
" Corned—Ham Chu Yuk ..... "	—
" Leg—Chu Pei ..... "	23
" Fat or Lard—Chu Yau ..... "	18
Sheep's Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu ..... "	10
" Liver—Yeung Con.....lb	22
Sucking Pigs, To Order—Chu Chai ... "	22
Suet Beef—Sang Ngau Yau ..... "	20
" Mutton—Sang Yeung Yau ..... "	24
Veal—Ngau Chai Yuk..... "	20
" Sausages—Ngau Chai Yuk Tong. "	20

POULTRY.	
Chicken—Kai Chai .....lb	28
Capons, Large, Small—Sin Kai..... "	30
Ducks—Ap ..... "	21
Doves—Pan Kau .....each	18
Eggs, Hen—Kai Tan.....per doz.	18
Fowls, Canton—Kai .....lb	32
" Hainan—Hoi Nam Kai ..... "	28
Geese—Ngo ..... "	20
Geese, Wild Shanghai—Sheung Hoi Ye Ngo .....pair	—
Musk Deer—Wong Keng.....each	—
Hare—Tu Chai..... "	—
Partridge—Che Khoo ..... "	—
Pheasant—Shan Kai.....pair	
Pigeons, Canton—Pak Kup ..... each	30
" Hoihow—Hoihow Pak-Kup "	26
Quail—Um-Chun ..... "	30
Rice Birds—Wo Fa Cheuk .....dozen	—
Snipe—Sa Chui ..... each	—
Turkeys, Cock—Fo Kai Kung ... per lb	60
" Hen— " " Na ... "	45
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	—
Wild Ducks Canton—Sang Shing Sui Ap .....per pair	—

FISH.	
Barbel—Ka Yu .....lb	11
Bream—Bin Yu..... "	14
Canton Fresh Water Fish—Hoi Bin Yu "	16
Carp—Li Yu ..... "	18
Catfish—Chik Yu ..... "	11
Codfish—Mun Yu..... "	12
Crabs—Hai ..... "	16
Cuttle Fish—Muk Yu ..... "	13
Dab—Sa Mang Yu ..... "	14
Dace—Wong Mei Lun ..... "	10
Dog Fish—Tit Tu Sa ..... "	9
Eels, Congor—Hai Man Yu ..... "	15
" Fresh water—Tam Sui Yu ..... "	16
" Yellow—Wong Sin..... "	24
Frogs—Tien Kai ..... "	31
Garoupa—Sek Pan ..... "	48
Gudgeon—Pak Kup Yu ..... "	12
Herrings—Tso Pak ..... "	18
Halibut—Cheung Kwan Yu ..... "	24
Labrus—Wong Fa Yu..... "	17
Loach—Wu Yu..... "	28
Lobsters—Lung Ha ..... "	28
Mackerel—Chi Yu ..... "	23
Monk Fish—Mon Yu..... "	24
Mullet—Chai Yu..... "	24
Oysters—Sang Hoo..... "	20
Parrotfish—Kai Kung Yu ..... "	15
Perch—Tan Loo ..... "	14
Pike—Fa Paw Poong ..... "	8
Plaice—Pan Yu..... "	18
Pomfret, Black—Hak Chong..... "	22
Pomfret, White—Pak Chong..... "	28
Prawns—Ming Ha..... "	48
Ray—Pai Pi Sa ..... "	9
Rock Fish—Sek Kau Kung..... "	11
Roach—Chun Yu ..... "	28
Salmon, (Chin) fresh water—Ma Yau Yu ..... "	48
Shark—Sa Yu ..... lb	9
Skate—Po Yu ..... "	10
Shrimps—Ha ..... "	24
Snapper—Lap Yu..... "	22
Soles—Tat Sa Yu..... "	22
Tench—Wan Yu ..... "	18
Turbot—Cho How Yu..... "	22
Turtles, small, fresh water—Kuek Yu..... "	09
White Bait—Ngan Yu Chai..... "	—

FRUITS.	
Almond—Hung Yan.....lb	24
Apples, (California)—Kam San Ping Ko..... "	—
" (Chefoo)—Tin Chun Ping Ko..... "	—
" Small—Hoi Tong..... "	—
" Custard—Fan Lai Chi.....each	—
Bananas, fragrant, Canton—Sang Sheng Heung Chiu .....lb	3
" (brides), Macao—San Heung Chiu "	—
Chestnuts, Chinese—Foong Lut..... "	10
Carambola—Yeung Tou ..... "	—
Cocoanuts—Yeh Tsz .....each	10
Grapes—Sin Tai Tsz.....lb	—
Lemons, China—Ning Moong..... "	10
" Amer.—Kum San Ning Moong "	7
Lichees, Small Stone—Lai Chi Con.....	24
" Fresh, Lai Chi	9
Limes, (Saigon)—Sai Kung Ning Moong.....each	8
Mango, Manila—Lui Sung Mong.....	10
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsz per 100	$3.60
Oranges, Tim Chang .....lb	15
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut	—
Olives—Pak Lam .....lb	8
Passion Fruit .....each	—
Pears, (American)—Kam San Shut Li lb	—
" (Canton), Cooking—Sa Li ..... "	20
" (Shanghai)—Sheung Hoi Li ... "	18
Peanuts,—Fa Sang	10
Persimmons, Large,—Hung Chie.....	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
" 2nd cooking—Chung-tang Paw-law ..... "	8
Plantains—Tai Chiu .....lb	3
Plums, Swatow—Hung Lai	7
Pumelo, Siam—Chim Lo Yau .....each	19
Walnuts, Hop Tou	12
" Green—Sang Hop Tou.....	—
Shanghai Lo Kwat .....lb	—

VEGETABLES, &c.	
Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk .....lb	8
Beans, (French) Macao—Oh Moon Pin Tau	8
Beans, (French), Shanghai—Sheung Hoi Pin Tau	—
Beans, Sprout—Ah Chui.....	4
Beans, Long—Tau Kok	8
Beet Root—Hung Choi Tau..... each	2
Brinjals, Green—Cheng Yuen Ker	5
Brinjals, Red—Hung Ker	4
Brassica—Pak Choi.....	4
Bamboo Shoots—Chook Shun	3
Cabbage, Chinese, com.—Kai Choy.....	—
Cabbage, Red—Kai Lan Tau .....each	—
Cabbage, (Shanghai)—Yeh Choi ..... "	—
Cane Shoots, bunch—Kan Shun ..... "	—
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa	—
Carrots—Kam Shun	6
Celery, Chinese—Tong Kan Choy	4
Celery, English—Yeung Kan Choi	—
Celery, White—Pak Yeung Kan Choi...	—
Chillies, Dried—Con Lat Chiu	—
" Red—Hung Fa "	—
" Green—Cheng Lat Chiu	12
Curry Stuff, English—Ka Lee Choi Liu	8
Cucumbers—Cheng Kwa	4
Bitter Squash—Fu Kwa.....	6
Garlic—Suen Tau.....	7
Ginger, young—Sun Tsz Keung	15
" old—Lo Keung	6
Horse Radish, Shanghai—Lik Kan ... lb	35
Indian Corn—Suk Mai .....piece	4
Lettuce—Yeung Sang Choi .....each	1
Water Chesnuts—Ma Tai ..... "	6
" Mandarin—Kwei Lum Ma Tai "	6
Musk Melon	—
Mushrooms, Fresh—Sang Cho Kho.....	—
Onions, Bombay—Yeung Chung Tau ...	7
" Green—Sang Chung.....	4
" Shai—Sheung Hoi Chung Tau.	5
" Japan—Yat Poon " "	—
Okroes—Mo Ker	—
Parsley, English—Yeung Un Sai .....lb	15
Gradus Pea	—
Green Peas—Cheng Tau.....	15
Potatoes, Sweet—Fan Shu.....	3
" Shanghai—Sheung Hoi Shu	—
" Tsai	—
" Japan—Yat Poon Shu Tsai	3
" American—Fa Ki " "	—
" Foochow—Fuk Chau Shu Tsai	5
" Macao—Oh Moon " "	—
Pumpkin—Toong Kwa	3
Radish—Hung Lo Pak Tsai .....lb	4
Rhubarb	—
Shalots—Con Chung Tau	8
Spinage (Chinese)—Paw Choi	—
Spinach—Yin Choi	4
Tomatoes—Fan Kee.....	8
Taros—Wu Tau	4
Turnips, Pun-ti (Long)—Low Pak	—
" English—Yeung Low Pak..piece	—
Vegetable Marrow—Chit Kwa	10
Water Cresses—Sai Yeung Choi	5
" Caltrops—Lan Kok.....	12
" Lily Roots—Lin Ngau	6
Yams—Tai Shu.....	6
Sago ..... per lb	6

The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices [illegible]

C. MO. [illegible]
Secretary, Sanitary Board.

THE MATCH INDUSTRY.

SERIOUS CONDITIONS IN KOBE.

The match industry in Japan appears to have suffered most of all from the depression of trade with China consequent upon the decline of silver and the monetary stringency, and the industry is now reduced to a most trying and critical position. Since December last some of the match factories in Kobe have had to suspend operations. But the leading factories have continued to work in order to give employment to the operatives, in view of the importance of the industry in relation to the general prosperity of Kobe, thousands of the poorer people being dependent upon it. The manufacturers, it is now stated, can no longer afford to run their factories from altruistic motives, for under present conditions they declare they are losing money daily, the match market becoming worse and worse. A proposal has at last been made among the manufacturers in Kobe and Osaka to suspend work altogether. Already not a few of them have greatly reduced their output, and yet the stocks remaining in the godowns are estimated at about 30,000 cases. The export of matches has shown some increase in quantity of late, but the goods have been sold at very low prices and at no profit.

It is stated that the relentless attitude adopted by bankers in collecting advances has aggravated the difficulties of the match manufacturers. We may add that the operatives at present employed in the match factories of Kobe number not less than 6,000, while over 10,000 poor people outside the factories are earning their living by making match-boxes, &c. If the work of the factories is suspended all these people will be thrown out of employment.—*Japan Chronicle.*

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9 7/16
Do. demand	1/9½
Do. 4 months' sight	1/9 11/16
France—Bank T.T.	2.24½
America—Bank T.T.	43½
Germany—Bank T.T.	1.82
India T.T.	135
Do. demand	135½
Shanghai—Bank T.T.	74½
Singapore—Bank T.T. per H.K. $100	77
Japan—Bank T.T.	87½
Java—Bank T.T.	107½

Buying.

4 months' sight L/C.	1/9 13/16
6 months' sight L/C.	1/9 15/16
30 days' sight San Francisco & New York	44½
4 months' sight do.	45½
30 days' sight Sydney and Melbourne	1.10 1/16
4 months' sight France	2.29½
6 months' sight „	2.31½
4 months' sight Germany	1.87
Bar Silver	24 7/16
Bank of England rate	2½ %
Sovereign	$11.03

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 10th at 11.25 a.m.—The barometer has risen in N.E. Japan, and fallen elsewhere, particularly over the E. coast of China and the Loochoos.

The depression is lying over Central China yesterday, is now passing from the E. coast to the Eastern Sea.

Fresh S.W. winds may be expected in the Formosa Channel and along the Northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0·01 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S.W. winds, fresh; squally, probably thundershowers.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Solstad, Nor. s.s., 897, H. Melsom, 9th June, —Haiphong 6th June, Rice and Gen.—Aagaard, Thoresen & Co.

Lucksun, Ger. s.s., 1,020, W. Taubert, 9th June,—Bangkok 3rd June, Rice and Rosewood.—B. & S.

Hupeh, Br. s.s., 1,225, G. J. Spink, 9th June, —Wuhu 4th June, and Swatow 6th, Gen. —B. & S.

Malta, Br. s.s., 6,063, R. A. Peters, 10th June, —Bombay 26th May, and Singapore 5th June, Mails and Gen.—P. & O. S. N. Co.

Hongmoh, Br. s.s., 1,555, R. S. Bainbridge, 10th June,—Singapore 4th June, Gen.—Chinese.

Tsintau, Ger. s.s., 1,003, O. Koch, 10th June. —Bangkok 1st June, Rice.—B & S.

Dagny, Nor. s.s., 940, O. Abrahamsen, 10th June,—Canton 9th June, Gen.—Aagaard, Thoresen & Co.

Changchow, Br. s.s., 1,201, Puckett, 10th June, —Canton 9th June, Gen.—B. & S.

Kusichow, Br. s.s., 1,215, G. Hooker, 10th June,—Canton 9th June, Gen.—B. & S.

Haiching, Br. s.s., 1,267, W. C. Passmore, 10th June,—Foochow 7th June, Amoy 8th, and Swatow 9th, Gen.—D., L. & Co.

Glencaird, Br. s.s., 2,855, W. J. Haughton, 10th June,—Hakodate via Shanghai 7th June, Sulphur.—M. B. K.

Oshin Maru, Jap. s.s., 702, H. S. Smith, 10th June,—Tamsui via Amoy and Swatow 9th June, Gen.—O. S. K.

Ikeco, Dieterichsen, Ger. s.s., 630, A. Hansen, 10th June,—Haiphong 7th June, and Hoihow 9th, Rice.—D. & Co.

Clearances at the Harbour Office.

Tigre, for Manila.
Kinsang, for Manila.
Kwangsi, for Amoy.
Dagny, for Shanghai.
Haiching, for Shanghai.
Fuhsang, for Shanghai.
Hongmoh, for Singapore.
Kowloon, for Canton.
Kweiyang, for Canton.
Lucksun, for Canton.
Changchow, for Canton.
Kusichow, for Canton.
Solstad, for Haiphong.
Malta, for Bombay.
Tsintau, for Bangkok.
Ikeco, for Haiphong.
Hupeh, for Wuhu.
Glencaird, for Hakodate.
Oshin Maru, for Tamsui.
Ikeco, for Hoihow.

Departures.

June 10.

Kanagawa Maru, for Singapore.
Tokumi Maru, for Shanghai.
Nikko Maru, for Nagasaki.
Oriel, for Moji.
Mandal, for Saigon.
Fukuoka Maru, for Swatow.
Montrose, for Shanghai.
River, for Manila.
Yuensang, fo. Manila.
Swanley, for Durban.

Passengers arrived.

Per *Hongmoh*, from Singapore—1,062 Chinese.

Per *Tsintau*, from Bangkok—Capt. Phillpols, R.E., Lieut. Scovell, R.E., Mr. Julius Rye, and 30 Chinese.

Per *Haiching*, from Coast Ports—Mr. and Mrs. Osborne, Messrs. Hayes, Hislop, Mrs. Cruz, and 104 Chinese.

Per *Malta*, for Hongkong from Colombo—Mr. J. Phillips. From London—Mr. E. Partridge, Miss Wetherell, and Mr. J. C. Kell. From Aden—Mr. O. Chidell. From Singapore—Mr. and Mrs. Santos, Miss Judah, and Mr. and Mrs. W. Wanklyn. For Shanghai from Bombay—Messrs. Kawahashi, Kapadia and S. J. Clarke. From London—Messrs. J. H. Brown, J. Frodsham, and Dr. Culpin. For Yokohama from Bombay—Messrs. D. Lam and J. Kaka. From London—Miss H. Gardener.

Per *Glencairn*, from Shanghai—Mr. S. Silcock.

Passengers departed.

Per *Iyo Maru*, for Seattle, &c.—Mr. and Mrs. Carter, Misses Price, Seyffer, Messrs. Y. Uchimura, H. Musick, H. R. Spencer, M. Morarity, Wm. H. Burtt, L. Greenwald, Rev. John Lake, Mr. and Mrs. B. Meyer, Mr. N. K. Getz, Dr. J. A. Randall, Dr. H. L. Brown, Messrs. Seyffer and Benham.

Per *Ernest Simons*, for Marseilles, &c.—Messrs. Carrere, Mantoux, Mrs. Bullier, Mr. Gigin, Mrs. Berthoz, Messrs. Kimmelmann, Giroux, Vegula, Mrs. Joyce, Messrs. Liard, Oger, B. Herre, Rohin, Kergene, Adam, Lamouly, Nicolai, J. Mason, Stateloff, Titchell, Bapal, Remboolah, Berins, Lieut.-Col. Oldpeld, Messrs. Tada, Mavanyro, Bonnell, Rochiram, Mr. and Mrs. Smith, Mr. R. Fonderé, Miss Welsh, Messrs. Dainllane, Chopiers, M. Joblin, Parry, Rev. P. Decoopmon, Mrs. la Superior of Sisters of St. Paul, Mr. J. M. Sinclair, Rev. F. T. Johnson, Messrs. E. P. Chesterfield, J. A. Martin, P. Probat, Mrs. and Miss Flint, Messrs. Kerlay, Wm. Powell, Rammy, B. Ryan, P. Deienne and J. Mathis.

Per *Nikko Maru*, for Japan—Mr. Denbigh, Misses Denbigh, Stewart, Russel, Wilkinson, Messrs. Bell, M. Glede, Mr. and Mrs. Marston, Mrs. Berry and children, Messrs. A. Steele, J. C. Duigan, C. L. Duigan, Prof. Mollam Brown, Mr. T. W. Newland, Dr. D. W. Harvison, Mr. Kershaw, Mrs. Anderson, Mr. Fujita, Mrs. Yoneda and child, Mr. and Mrs. Orr, Mr. and Master Conde, Miss Troil, Messrs. Schmidt, F. Oakden, R. Oakden, Grimly, Mrs. Kawasaki, Mrs. Tamada, Mrs. Blumenthal and child, Mrs. E. Susuki, Mrs. Yoshimoto, Miss Yezaki, Messrs. J. Villareal, King, Tashima, Ijuin, and Miss Jones.

Shipping Reports.

Str. *Malta*, from Bombay:—Fine weather.

Str. *Solstad*, from Haiphong:—Fine weather.

Str. *Hongmoh*, from Singapore:—Variable light airs and fine weather throughout.

Str. *Glencairn*, from Shanghai:—Formosa Channel moderate N.E'ly winds and overcast.

VESSELS IN PORT.

STEAMERS.

Aldenham, Br. s.s., 3,808, St. John George, 1th June,—Sydney 14th May, Gen.—G., L. & Co.

Arabia, Ger. s.s., 2,867, C. Neumann, 7th June,—Portland, Or. 29th April, Flour and Lumber.—P. & A. S. S. Co.

Bourbon, Fr. s.s., 997, Le Bail, 30th May,—Saigon 26th May, Gen.—Man Fat.

Cameta, Belgian s.s., 2,903, P. Gibson, 6th June,—Kuchinotzu 1st June, Coal.—M. B. K.

Carl Diederichsen, Ger. s.s., 774, J. Kuysen, 6th June,—Haiphong and Hoihow 5th June, Gen.—J. & Co.

Childar, Nor. s.s., 1,107, H. Nielssen, 3rd June,—Bangkok 27th May, Gen.—B. & S.

Courtfield, Br. s.s., 4,897, J. Wiseman, 25th May,—Moji 20th May, Coal.—M. B. K.

Drufar, Nor. s.s., 1,102, J. Bipg, 25th May,—Bangkok 18th May, Rice and Gen.—B. & S.

Empress of India, Br. s.s., 3,032, E. Beetham, R.N.R., 4 h June,—Vancouver 13th May, and Shanghai 1st June, Mails and Gen.—C. P. R. Co.

Fausang, Br. s.s., 1,410, H. S. Malkin, 7th June,—Saigon 2nd June, Rice.—J., M. & Co.

Ghazee, Br. s.s., 1,262, D. A. Cave, 5th June,—Keelung 2nd June, Gen.—D. & Co., Ld.

Haiphong, Fr. s.s., 100, Pomfret, 22nd April,—Haiphong 18th April, Ballast.—Wilks and Jacks.

Hilary, Ger. s.s., 1,276, H. Uecker, 29th May, —Saigon 24th May, Rice.—S., W. & Co.

Hinsang, Br. s.s., 2,346, A. G. Smith, 6th June, —Canton 6th June, Gen.—J., M. & Co.

Hongkong, Fr. s.s., 840, A. Cornelinssen, 8th June,—Haiphong 5th June, and Hoihow 7th, Rice and Gen.—A. R. M.

Hongkong Maru, Jap. s.s., 3,447, E. Bent, 25th May,—San Francisco 25th April, Honolulu 1st May, Yokohama 14th, Kobe 15th, Nagasaki 17th, and Manila 23rd, Mails and Gen.—T. K. K.

Ischia, Ital. s.s., 2,181, B. Giuiseppe, 3rd June, —Bombay 17th May, Penang 26th, and Singapore 28th, Gen.—C & Co.

Japan, Br. s.s., 3,806, J. G. Olifent, 8th June, —Calcutta 25th May, Penang 30th, and Singapore 3rd June, Gen.—D. S. & Co., Ld.

Karonga, Br. s.s., 2,931, R. Leslie, 9th June,—New York 21st April, and Singapore 3rd June, Gen.—S., T. & Co.

Keemun, Br. s.s., 588, H. W. N. Evans, 8th June,—Manila 6th June, Gen.—B. & S.

Kiang Ching, Ch. s.s., 1,002, Bresander, 8th June,—Canton 7th June, Gen.—Chinese.

Kiyo Maru, Jap. s.s., 1,441, S. Hirai, 9th June, —Bangkok 1st June, Teak-wood.—M. B. K.

Korea, Am. s.s., 5,651, A. Dixon, 4th June,—San Francisco 9th May, and Shanghai 2nd June, Mails and Gen.—P. M. S. S. Co.

Kowloon, Ger. s.s., 1,447, A. Enigk, 7th June, —Canton 6th June, Gen.—H. A. L.

Kweiyang, Br. s.s., 1,044, M. Dawson, 8th June,—Canton 7th June, Gen.—B. & S.

Lennox, Br. s.s., 2,361, F. McNair, 5th June,—Woosung 2nd June, Gen.—C. P. R. Co.

Manila, Ger. s.s., 1,108, J. Minssen, 30th May, —Sydney 5th May, and Manila 27th May, Gen.—M. & Co.

Marie, Ger. s.s., 1,169, P. E. Christiansen, 26th May,—Salina Cruz 20th April, Ballast.—C. C. S. & Co.

Mathilde, Ger. s.s., 831, A. P. Ulderup, 8th June,—Haiphong and Hoihow 7th June, Gen.—J. & Co.

Mausang, Br. s.s., 1,044, Weigall, 7th June,—Sandakan 22nd June, Timber, and Gen.—S., M. & Co.

Pekin, Ger. s.s., 1,970, W. Taubert, 9th May,—Penang 1st May, Gen.—O. S. K.

Perak, Br. s.s., 2,741, A. Dixon, 11th Jan.,—San Francisco 7th Dec., and Portland, Or. 11th, Flour.—O. & O. S. S. Co.

Pershahuri, Ger. s.s., 2,190, C. Wolff, 7th June,—Kobsichang 31st May, Rice, Meal and Wood.—B. & S.

Phetsimpenh, Br. s.s., 1,665, J. H. Scott, 25th May,—Saigon 20th May, Fish and Meal.—Wo Fat Sing.

Powhatan, Br. s.s., 1,650, Turner, 29th May,—Salina Cruz 24th April, Ballast.—Eng Hok Fong S. S. & Co.

Prometheus, Nor. s.s., 1,024, O. Cornelinsen, 4th June,—Bangkok 28th May, Rice.—B. & S.

Proteus, Nor. s.s., 1,024, C. Möller, 9th June,—Bangkok 29th May, Rice.—Aagaard, Thoresen & Co.

Ragnar, Nor. s.s., 1,220, Angensen, 5th June,—Rajang 29th May, Timber.—Wallem & Co.

Samsen, Ger. s.s., 998, F. Schmetz, 8th June,—Saigon 3rd June, Rice and Cotton.—B. & S.

Shantung, Ger. s.s., 1,668, G. Gosewisch, 3rd June,—Bangkok 27th May, Rice and Salt. —Yuen Fat Hong.

Sui Mow, Ger. s.s., 1857, Calender, 9th June, —Haiphong 7th June, Cement.—H. A. L.

Teucer, Br. s.s., 5,805, J. Barwise, 5th June,—Kobe 31st May, Gen.—B. & S.

Tientsin, Br. s.s., 1,227, E. Monkman, 7th June,—Amoy 5th June, Gen.—B. & S.

Varentia, Br. s.s., 2,111, Richards, 2nd June,—Cardiff 17th April, Coal.—Government.

Yawata Maru, Jap. s.s., 3,816, K. Homma, 9th June,—Yokohama 30th May, Bran, Fish Oil, Silk Goods and Gen.—Y. Y. K.

Yochow, Br. s.s., 1,305, F. D. Northcombe, 7th June,—Canton 6th June, Gen.—B. & S.

Zafiro, Br. s.s., 1,619, R. Rodger, 8th June,—Manila 6th June, Hemp and Sugar.—S., T. & Co.

SAILING VESSEL.

Juteopolis, Br. ship, 2,840, Stewart, 5th June,—San Francisco 5th April, Case Oil.—S. O. Co.

Steamers Expected.

Vessels	From	Agents	Due
Nicomedia	Kobe	P. & A. Co	June 11
Bingo Maru	Singapore	N. Y. K.	June 11
Benvorlich	Singapore	G., L. & Co	June 13
Arratoon A'car	Moji	D. S. & Co	June 13
Catherine A'car	Singapore	D. S. & Co	June 14
Kaga Maru	Japan	N. Y. K.	June 14
Tjikini	Moji	J. C. J. L.	June 14
Nippon	Singapore	S., W. & Co	June 14
America Maru	Japan	T. K. K.	June 16
Prinz Heinrich	Japan	M. & Co.	June 16
Tjilatjap	Moji	J. C. J. L.	June 16
Goeben	Colombo	M. & Co.	June 17
Monteagle	Vancouver	C. P. R. Co	June 18
Namsang	Calcutta	J., M. & Co	June 19
Kumsang	Calcutta	J., M. & Co	June 23
Emp of Japan	Vancouver	C. P. R. Co	June 24
P. Waldemar	Sydney	M. & Co	June 24

CHINA COAST METEOROLOGICAL REGISTER.

June 9th, 1908, a.m.

		Bar.	Th.	Hu.	Wind.	Wr.
Vladivostock	7 a.m.	29·91	49	83	SSW	2	0
Nemuro	6 a.m.	29·69	—	—	E	4	—
Hakodate	„	29·81	—	—	W	4	—
Tokio	„	—	—	—	—	—	—
Kochi	„	29·84	—	—	S	2	—
Nagasaki	„	29·91	—	—	—	0	—
Kagoshima	„	29·88	—	—	N	2	—
Oshima	„	29·89	—	—	—	0	—
Naha	„	29·89	—	—	—	0	—
Ishigakijima	„	29·81	—	—	SE	4	—
Bonin Is.	„	30·01	—	—	—	0	—
Chefoo	6 a.m	29·74	76	53	SW	3	o
Weihaiwei	9 a.m	29·77	80	—	SE	2	ovr
Hankow	6 a.m	—	—	—	—	—	—
Kinkiang	„	29·80	70	95	NE	2	o
Shanghai	9 a.m.	29·83	73	67	SSE	2	o
Gutzlaff	„	29·81	68	63	SE	3	ovd
Sharp Peak	„	29·85	76	100	NNE	1	c
Amoy	6 a.m.	29·92	76	90	NE	1	or
Swatow	„	—	74	95	ENE	1	or
Taihoku	5 a.m.	29·87	—	—	—	0	—
Taichu	„	29·87	—	—	—	0	—
Tainan	„	29·86	—	—	E	2	—
Koshun	„	29·82	—	—	—	0	—
Pescadores	„	29·86	—	—	—	0	—
Canton	7 a.m.	29·84	82	83	SE	1	o
Hongkong	10 a.m.	29·84	81	80	S	1	o
Victoria Peak	„	—	—	—	SSW	3	—
Gap Rock	„	29·82	—	—	S	3	—
Macao	„	29·83	82	—	S	1	c
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	8 a.m.	29·76	79	—	S	6	o
Tourane	„	29·83	81	—	—	0	c
C. St. James	„	29·86	82	—	W	1	c
Aparri	6 a.m.	29·89	79	—	SW	1	o
Manila	10 a.m.	29·88	86	79	S	0	b
Legaspi	6 a.m.	29·89	75	—	—	0	b
Bacolod	9 a.m.	—	—	—	NNE	1	o
Iloilo	„	29·95	83	—	SSW	1	c
Cebu	„	29·89	86	—	—	0	c
Labuan	„	29·86	84	—	—	—	—

June 10th, 1908, a.m.

Vladivostock	7 a.m.	29·81	55	98	—	0	f
Nemuro	6 a.m.	29·81	—	—	—	0	—
Hakodate	„	29·93	—	—	W	2	—
Tokio	„	29·91	—	—	NW	4	—
Kochi	„	29·84	—	—	SW	2	—
Nagasaki	„	29·80	—	—	E	6	—
Kagoshima	„	29·80	—	—	N	2	—
Oshima	„	29·73	—	—	S	2	—
Naha	„	29·73	—	—	S	2	—
Ishigakijima	„	29·74	—	—	S	8	—
Bonin Is.	„	29·93	—	—	SW	4	—
Chefoo	6 a.m.	29·69	70	66	S	1	c
Weihaiwei	9 a.m.	29·78	71	—	ESE	1	ovr
Hankow	6 a.m.	29·77	69	95	NE	1	b
Kinkiang	„	29·75	71	95	W	2	c
Shanghai	a.m.	29·64	70	90	NW	1	om
Gutzlaff	„	29·60	67	95	ENE	1	f
Sharp Peak	„	—	—	—	—	—	—
Amoy	6 a.m.	29·78	78	95	—	0	b
Swatow	„	—	76	95	—	0	c
Taihoku	a.m.	29·72	—	—	—	0	—
Taichu	„	29·78	—	—	SE	2	—
Tainan	„	29·80	—	—	SE	2	—
Koshun	„	29·82	—	—	W	4	—
Pescadores	„	29·78	—	—	S	6	—
Canton	a.m.	29·78	82	87	—	0	c
Hongkong	10 a.m.	29·80	83	76	SW	3	oq
Victoria Peak	„	—	—	—	—	—	—
Gap Rock	„	—	—	—	—	—	—
Macao	„	29·79	79	—	S	2	od
Hoihow	9 a.m.	—	—	—	—	—	—
Pakhoi	„	—	—	—	—	—	—
Phulien	8 a.m.	—	—	—	—	—	—
Tourane	„	—	—	—	—	—	—
C. St. James	„	—	—	—	—	—	—
Aparri	6 a.m.	29·86	77	—	SW	1	d
Manila	10 a.m.	29·88	88	72	S	0	c
Legaspi	6 a.m.	29·87	75	—	—	0	b
Bacolod	9 a.m.	—	—	—	NE	1	c
Iloilo	„	29·89	86	—	NE	1	c
Cebu	„	29·93	86	—	—	0	c
Labuan	„	29·84	84	—	—	—	—

Barometer ... 29·84
Temperature ... 76·0
Humidity ... 74·0
Rainfall ... 0·01

DUE RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Sorogon	at	Kowloon Dock
Pitanulok	„	„
Fuime	„	„
Knivsberg	„	„
Counfield	„	„
Manila	„	„
Shantung	„	„
Sir W. Jervois	„	„
Arabia	„	„
Hongkong	„	„
C. Diederichsen	„	Cosmopolitan

The Ships Passed Canal.

28th April—*Bengloe, Loogtor, Oopack, Prinz Heinrich, Surunga.* 1st May—*Princess Alice, Tonkin, Awa Maru, Carnarvonshire, Sado Maru, Meteor.* 5th May—*Nippon, Bellerophon, Borneo, Palma, Kostroma, Valentia.* 8th May—*Ajax, Glenlochy, Dortmund, Sardinia, Knitsch, Pak Ling, Tourane.* 12th May—*Kleist, Benvorlich, Cathay, Montrose.* 15th May—*Benmohr, Polynesien, Bingo Maru, P. R. Luitpold, Tamba Maru, Antilochus, Nereus, Frankby.* 19th May—*Astyanax, Belerovia, Glanirae, Peshawur, Schuylkill.* 22nd May—*Albenga, Antenor, Armand Behic, Idomeneus, Prometheus, Seneca, Socotra, Indrapura, Teenhui, Istria, Jason, Lothian.* 26th May—*Para, Benledi, Sambia, Pathan.* 29th May—*Caledonian, Montgomaryshire, Saxonia, Inaba Maru, Kawachi Maru.* 2nd June—*Goeben, Elizabeth Rickmers, Nora.* 5th June—*Agamemnon, Australien, Indramayo, Liberia, Ningchow, Nubia, Queen Olga.*

Arrivals at Home—28th April—*Flintshire, Prinz Ludwig, Sanuki Maru, Slavonia.* 1st May—*Polynesien, Petronia.* 5th May—*Shimosa.* 7th May—*Manila.* 8th May—*Awa Maru, Patroclus.* 12th May—*Indrani.* 15th May—*Meteor, Brasilia, Princess Alice, Hohenstaufen, Fenglee, Longsor.* 19th May—*Glenlochy, Cathay.* 21st May—*Borneo.* 22nd May—*Pak Ling, Tamba Maru.* 29th May—*Ajax, Armand Behic, Prinz Regent Luitpold.* 2nd July—*Belgravia, Benmohr, Prometheus.* 5th June—*Kennebec, Monmouthshire, Roon.*

Post Office.

A Mail will close for:—

Hoihow and Haiphong—Per *Hupeh*, 11th June, 8 A.M.

Hoihow and Haiphong—Per *Mathilde*, 11th June, 9 A.M.

Shanghai, Dalny and Chemulpo—Per *Kaesing*, 11th June, 11 A.M.

Shanghai, Yokohama, Kobe and Moji—Per *Japan*, 12th June, 11 A.M.

Singapore, Penang and Bombay—Per *Ischia*, 11th June, 1 P.M.

Macao—Per *Sui Tai*, 11th June, 1.15 P.M.

Newchwang—Per *Dagny*, 11th June, 2 P.M.

Shanghai—Per *Taisang*, 11th June, 3 P.M.

Newchwang—Per *Kweiyang*, 11th June, 3 P.M.

Moji, Salina Cruz and Mexico—Per *Marie*, 11th June, 4 P.M.

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Hobart, Launceston, New Zealand, Adelaide, Perth and Fremantle—Per *Yawata Maru*, 12th June, 11 A.M.

Swatow, Amoy and Foochow—Per *Haichi*, 12th June, 1 P.M.

Macao—Per *Sui Tai*, 12th June, 1.15 P.M.

Yokohama and Kobe—Per *Bingo Maru*, 12th June, 5 P.M.

Manila—Per *Zafiro*, 13th June, 10 A.M.

Europe, &c., India, *via* Tuticorin—Per *Delhi*, 13th June, 11 A.M.

Macao—Per *Sui Tai*, 13th June, 1.15 P.M.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, (B.C.)—Per *Empress of India*, 13th June, 3 P.M.

Cooktown, Zamboanga, Port Darwin Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and Melbourne, Adelaide Perth, Hobart, Launceston, New Zealand, and Fremantle—Per *Tsinan*, 15th June, 3 P.M.

Batavia, Cheribon, Samarang, Sourabaya and Macassar—Per *Tjiksi*, 15th June, 4 P.M.

Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimidzu, Yokohama, Honolulu and San Francisco—Per *Korea*, 16th June, 11 A.M.

VISITORS AT THE HOTELS.

HONGKONG.

Adams, P. R.
Barnes, C. F.
Battiscombe, H. G.
Beebe, D. G.
Benson, R.
Binney, Miss
Binney, S.
Black, Dr. G. D. R.
Blunn, A. B.
Brayfield, T.
Bulmer, J. H.
Russierre, S. C. de
Carter, A.
Colvin, H. E.
Craig, Mr. and Mrs. J. B.
Crook, A. H.
Dean, Mrs.
Dean, Mr.
Dean, Miss
Ekman, C.
Fuller, Denman
Garner, C. E.
Gibson, Capt. and Mrs. and child
Hall, Capt. T.
Hallows, E.
Harding, R.
Harrison, J. L.
Innes, Capt. R.
Joseph, Mr. and Mrs. E. S.
Kramer, P.
Krieg, K. A.
Little, A. C.
Low, V. F. Stanley
Marshall, R. W.
McIntosh, G. C.
Merecki, J.
Minter, Dr. J. M.
Mody, J. H. N.
Neubauer, F.
Niedhardt, E.
Oatway, G. H.
Otero, J. L. de
Packer, B. L.
Partridge, E. W.
Pearse, Dr. W. W.
Peake, A. W. J.
Perkins, T. L.
Phillips, J. P.
Ray, E. H.
Rea, Mr. and Mrs.
Rose, Dr. J.
Shields, C. E.
Spittles, J.
Stebbing, W. T.
Sternberg, A.
Stevens, Rev. A. J.
Stewart, Capt.
Thomas, H. P.
Tullidge, G. W.
Vallange, Capt. & Mrs.
Walk, F.
Wallach, C.
Withington, Mr. and Mrs. J. W.
Woods, J. D.
Wroe, Mr. and Mrs. T.
Wurburton, W. Egerton
Youdan, Mrs. V. E.

CONNAUGHT.

Baker, A. H.
Barrett, Miss
Blanc, P.
Boulet, E.
Berry, Mr. and Mrs. F. J. and child
Bullock, E.
Esrom, F.
Eyre, Mr. and Mrs.
Gale, B. D.
Grumpton, W. J.
Grunwald, L.
Hersley, R. S.
Holmes, H. B.
Hough, Dr.
Jack, Mrs. C. M.
Kelly, W. H.
Langford, Mr. & Mrs.
Lingeri, Miss L.
Loponyade, Mr. & Mrs. S. A.
Marcovitz, Mr.
May, H. J.
Merlin, Capt. J. A.
Nwansoan, S.
Perkins, C. B.
Sears, W. A.
Shiley, S. B.
Silva-Netto, Mr. and Mrs. A. F. B. and child
Stapleton, Mr. & Mrs. F. W.
Stapleton, Master F. W.
Thomson, J. W. D.
Tom, Mr.
Weill, B.

PEAK.

Armstrong, J.
Aucott, E. F.
Burton, Major
Brister, Mr.
Clark-
Coke, Lt. & Mrs. B. E.
Daniel, Fred. W.
Daniel, Water J.
Darling, Col.
Dehnhardt, Mr.
Dooner, Capt.
Ennies, Rev. and Mrs. Dallas
Ellis, W.
Evans, Miss
Falconer, Mr.
Finch, Capt. and Mrs.
Fremantle, Mrs. and maid
Fuchs, Mr.
Galbraithe, Mr.
Gomperts, H. H.
Greenhill, L. S.
Hall, J.
Hassan, Mr. and Mrs.
Hell, P.
Hett, Mr. and Mrs. P.
Hill, E. E.
Hockaday, W. T.
Hodgins, Mrs. & child
Hogge, Mrs.
Howard, Mrs.
Hutchison, Capt. and Mrs.
Irving, Edward
Jones, R.A.M.C., Major
T. P.
Kent, Mr.
Kent, Mr. and Mrs.
Kent, R.A., Col.
Krauss, E. L.
Lanning, Albert E.
Lauder, Major
Leid, Lieut.-Col.
Rissland Mr. and Mrs. H.
Sayer, G. W.
Sinclair, A.
Smith, A. Findlay
Stevens, Mr.
Stopani, Mr.
Wakefield, Mrs.
Watkins, Mr.
Wilder, A. P.
Worbrook, Mr.

CRAIGIEBURN.

Adams, M. and Mrs. F. R. J.
Aurrecoechea, Mrs.
Bird, C. F.
Caldwell, G. E.
Casademont, Miss
Clothier, Mr. and Mrs. H. W.
Curry, Dr. G. G.
Fletcher, H. L.
Hunter, H.
Jones, Dr. and Mrs. E.
Nikkels, R. N. W.
Pye, Mr. & Mrs. Burns
Ram, E. A.
Smith, Mr. and Mrs. Grant
Smith, E. Grant

KOWLOON.

Allen, C. S.
Bricker, L.
Hope, Mr. and Mrs. and 2 children
Misele, S. H.
Petersen, A.
Stone, P. E. F.
Waghorn, N. J.
Stapleton, Mr. & Mrs.
Stewart, S. H.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Commander C. T. K. Fuller	Japan
Algerine	sloop	1,050	4	1,400	Commander E. H. Edwards	Pacific Ports
Astræa	cruiser, 2nd class	4,360	10	7,000	Captain S. E. Erskine	Japan
Bramble	river gunboat	710	6	900	Lt.-Comdr. Hon. R. O. B. Bridgeman	Yangtse
Britomart	river gunboat	710	6	900	Lieut.-Commander F. B. Noble	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	390	—	300	Master J. J. Wilson, R.N.	Hongkong
Clio	sloop	1,070	6	1,400	Commander C. D. S. Rukes	Japan
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Japan
Flora	cruiser, 2nd class	4,360	10	7,000	Captain Roland Nugent	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Lieut.-Commander W. H. Darwall	Japan
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Dickens	Shanghai
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander C. A. Fremantle	Japan
Kent	cruiser, 1st class	9,800	14	22,000	Captain G. C. A. Marescaux	Japan
King Alfred*	cruiser, 1st class	14,100	18	30,000	Captain Clinton Baker	Japan
Kinsha	river gunboat	616	4	1,200	Lieut.-Commander S. H. Tennyson	Yangtse
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Jesselton
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain G. W. Smith	Hongkong
Moorhen	river gunboat	180	2	800	Lieut.-Commander C. C. Walcott	West River
Nightingale	river gunboat	85	2	240	Lieut.-Commander R. S. Roy	Yangtse
Otter	torpedo boat destroyer	350	6	6,300		Hongkong
Robin	river gunboat	85	2	240	Lieut.-Commander J. White	West River
Sandpiper	river gunboat	85	2	240	Lieut.-Commander H. R. Tickell	West River
Snipe	river gunboat	85	2	240	Lieut.-Commander Alan Dixon	Yangtse
Taku	torpedo boat destroyer	250	6	6,500	Bosn. W. Strath	Hongkong
Tamar	receiving ship	1,650	6	—	Commodore R. H. S. Stokes	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander H. R. Godfrey	Yangtse
Thistle	river gunboat	710	6	900	Lieut.-Commander H. T. Attlay	Y

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	123,000	$125	$125	£1,500,000 $15,500,000 $250,000	$2,000,387	Final of £2 on old and £1.10/- on new shares for ½-year ending 31.12.07	5 %	$750 London £77
National Bank of China, Limited	99,925	£7	£6	£12,735 $300,000	$71,393	$2 (London 3/6) for 1903	...	$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $219,058 $401,959	none	$20 for 1906	8½ %	$235 sellers
North China Insurance Company, Limited	10,000	£15	£5	£125,000 Tls. 100,000 Tls. 48,942	Tls. 204,424	Interim of 7/6 ex 2/5½ for 1907	6 %	Tls. 72½
Union Insurance Society of Canton, Limited	12,400	$250	$100	$3,000,000 £00,000 $456,407 £125,137.15/- $434,434	2,506,011	Final of $15 making $45 for 1906 and Interim of $30 for 1907	5½ %	$795
Yangtsze Insurance Association, Limited	12,000	$100	$60	$1,000,000 $199,032 $85,157	1591,763	$17 and bonus $3 for 1906	10 %	$150 buyers
FIRE INSURANCES.				$1,000,000 $346,097 $13,862				
China Fire Insurance Company, Limited	20,000	$100	$20	$1,313,941	$428,027	$27 for 1906	8½ %	$315
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$7,000	$1,053	$1 for 1906	...	$16 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$264,638 $96,988	Nil.	$4 for year ending 30.11.07	16 %	$38 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$250,000 $575,000 $75,279 $20,000	*16,437	$1½ for 2nd half-year, making in all $2½ for year ending 31.12.07	7½ %	$29½ sellers
Hongkong, Canton & Macao Steamboat Co., Ld.	80,000	$15	$15	£60,000 £270,000	£3,694	5/- for 1906 @ ex 2/2½=$2.24 per share	3½ %	$38 $24
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	Tls. 75,000	Tls. 14,510	Final of Tls. 1½ making Tls. 3½ for 1907	7½ %	Tls. 43 sellers
Do. do. (Deferred)	60,000						7½ %	Tls. 51½
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50	Tls. 50	£400,000 £1,871 $65,000 £47,221	£172,370	Second interim of 1/- (Coupon No. 9 for s/c 1907	4½ %	43/9
Do.	2,000,000	£1	£1					
"Shell" Transport and Trading Company, Limited	10,000	$10	$10		$98	$1.00 $0.50 for year ending 30.4.19 8	4 % 3½ %	$25 $15
"Star" Ferry Company, Limited	10,000	$10	$5					
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 83,200 Tls. 30,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12½ %	Tls. 49 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$450,000	$9,218	$8 for year ending 31.12.06	...	$130
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none		$3 for 1897	...	$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 5 (8 %) for year ending 31.8.06	...	Tls. 77½ sellers
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£1	£150,000 £84,398	£11,556	Interim of 1/6 (No. 10 for account 1908	7½ %	Tls. 15½ buyers
Raub Australian Gold Mining Company, Limited	150,000 50,000	£1 £1	18/10 £1	£4,871	£11,358	No. 12 of 1/-=48 cents	...	$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	164,124	$3,726	$1.75 for year ending 31.12.06	...	$13
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$50	$50	£0,000 £26,8.6 £40,000	$3,556	Final of $1½ making $3½ for 1907	6¾ %	$52 sales
Hongkong and Whampoa Dock Co.				$100,000		Interim of Tls. 2½ for six months ending 31st October, 1907	7½ %	$108
Shanghai Dock and Engineering Co., Ld.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459			Tls. 88 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 75,000 Tls. 125,000	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7½ %	Tls. 229 sales
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	$25	$25	$50,000	$10,908	$2½ for year ending 30.6.07	10½ %	$22 sellers
Central Stores, Limited	50,125	$15	$15	$1,000	39,178	$1.80 for 1906	...	$17½ sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	$648,975 $43,075	$252	Final of $3½ making $7½ for 1907	7½ %	$95 sales
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000	$36,915	Final of $3½ making in all $7 for year ending 31.12.07	7 %	$100 sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	$217,426 $50,000	$4,621	70 cents for 1907	7 %	$10 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$30	none	$653	$1½ for 1907	6½ %	$26 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,523,045 Tls. 170,000	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	6½ %	Tls. 119 buyers
West Point Building Company, Limited	12,500	$50	$50	none	$1,541	Final of $2.10 making in all $4.10 for year ending 31.12.07	8½ %	$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 8,807	Tls. 2½ for year ended 31.10.1907	4½ %	Tls. 58
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 23,276 $60,000	$14,269	50 cents for year ending 31.7.07	4½ %	$11
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	none	Tls. 8 for 1906	...	Tls. 77½
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 260
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,299	£638	1/3 per share for 1906	9 %	$7½
China-Borneo Company, Limited	60,000	$12	$12	$25,000	Nil.	$1.20 for 1907	11 %	$10½ buyers
China Light and Power Company, Limited	50,000	$10	$10	none	$25,000	60 cents for year ended 28.2.06	...	$6½ buyers
Do. Do. special shares	50,000	$1	$1					
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$120,000	$3,593	80 cents for 1907	8½ %	$9½
Dairy Farm Company, Limited	25,000	$7½	$6	$60,000 $5,000	$2,974	$1.30 for year ending 31.7.07	6½ %	$20
Green Island Cement Company, Limited	400,000	$10	$10	$12,000	5,078	Final of 75 cents making in all $1½ for 1907	11½ %	$11
H. Price & Company, Limited	12,000	$10	$10	$5,000	$251	75 cents for 31.12.07	6½ %	$12 buyers
Hall & Holtz, Limited	21,000	$20	$20	$186,000	$15,002	$2½ for year ending 28.2.07	12½ %	$20 sellers
Hongkong Electric Company, Limited	60,000	$10	$10	none	$9,321	$1 and bonus 20 cts. for year ending 29.2.08	7½ %	$15½ buyers
Hongkong Ice Company, Limited	5,000	$25	$25	$120,000	$4,578	Final of $15 making in all $19 for 1907	8½ %	$225 sales
Hongkong Rope Manufacturing Company, Ld.	63,000	$10	$10	none	18,191	Final of $1.20 making in all $2 for 1907	8 %	$25 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 17,127	Interim of Tls. 10 for 1st quarter	6 %	Tls. 520 buyers
Peak Tramways Company, Limited	25,000	$10	$10	$5,000	$7,314	80 cents on fully paid shares and 6 cents on $1 paid shares for year ending 30.4.08	4 %	$14 $2
Peak Tramways Company (new)	50,000	$10	$1					
Philippine Company, Limited	75,000	$10	$10		Nil.	None	7 %	$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 7½ for 1907	15 %	Tls. 109 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	...	Tls. 90 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	Tls. 190,000	Tls. 58,332	Final of 37/6 making 52/6 for 1907	...	Tls. 380 sales
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $41,934	None	6¾ %	$23 buyers
Steam Laundry Company, Limited	20,000	$5	$5	none	$478	40 cents for year ending 31.5.07	...	$6 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 201	Tls. 6½ for year ending 30.4.07	4½ %	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	$10	$10	none	$111	50 cents for 1907	6½ %	$11
United Asbestos Oriental Agency, Limited	10,000	$10	$4	$35,000	$1,360	80 cents on 9,000 ord. shares and $10.80 on 100 Founders shares for yr. end. 31.5.07	6 %	$13
Watson, (A. S.) & Co., Limited	90,000	$10	$10	$200,000 $25,000	$6,438	Final of 30 cents=3 %=making 60 cents for year ending 31.12.07	...	$10
William Powell, Limited	15,000	$10	$10	none	$41	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	$5½ buyers

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE:—

Langkats—(2nd interim)	Tls. 10	June 15th	

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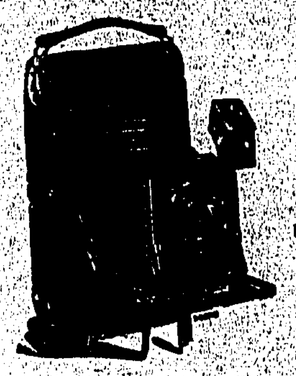

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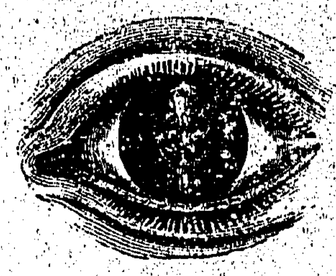

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all from the best French patterns.

HONGKONG AND SWATOW.

Hongkong, 10th October, 1907. '51

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FLANNELS, TWEEDS, SERGES,

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Hongkong, 3rd September, 1907. '58

AN APPEAL.

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Gentlemen's Shirts made to order, and Cuffs and Collars renewed on the shortest notice.

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